

Navy News

JULY 1982

10p

Falklands Task Force

48-PAGE
ISSUE



PRIDE OF A NATION

IN A TRIBUTE to the "magnificent team effort" of those who took part in the Falklands operation, the Admiralty Board says: "Those who have seen action have shown qualities of skill, fortitude and bravery which have won the admiration of the whole nation."

"The hard work, dedicated professionalism and ingenuity of all those involved in support of the Front Line have also been superb."

The Board congratulates "everyone in the Naval Service, whether uniformed, civilian or in the Merchant Marine, who has had a part to play in this brilliantly successful operation."

Sacrifice

It also says: "We all feel great sadness for the many who have been killed or injured. Their sacrifice has been for a good and just cause and our thoughts are with them and their families. We will remember them."

Many other tributes have been paid to the success of the operation, including one

from the Queen. To those who won back the Falklands she said: "Britain is very proud of the way you have served your country."

Other tributes have come from the Prince of Wales and the Prime Minister.

SHIPS IN BATTLE

PAGES OF REPORTS,
PICTURES INSIDE

SEA HARRIERS REPAY FAITH

THE SEA HARRIER has been hailed as one of the great successes of the South Atlantic conflict, justifying the faith shown during its development for use from RN ships.

Although HMS Invincible's 801 Squadron lost a Sea Harrier to a surface-to-air missile (the pilot was safely recovered), the Argentine Air Force was unable to score a single hit on

the Sea Harriers in the air-to-air battle.

Many times Argentine aircraft dumped their bombs harmlessly into the sea and disappeared before the feared Sea Harriers could get within range. But not always.

First member of the squadron to be credited with three confirmed successes was Lieut.-Cdr. Nigel (Sharky) Ward, the squadron's commanding officer.

VICTIM

The first victim was a Pucara, a difficult target for a conventional fighter, but it proved no match for the manoeuvrability and cannon fire of the Sea Harrier. The Argentine pilot bravely survived three strafing runs before ejecting safely.

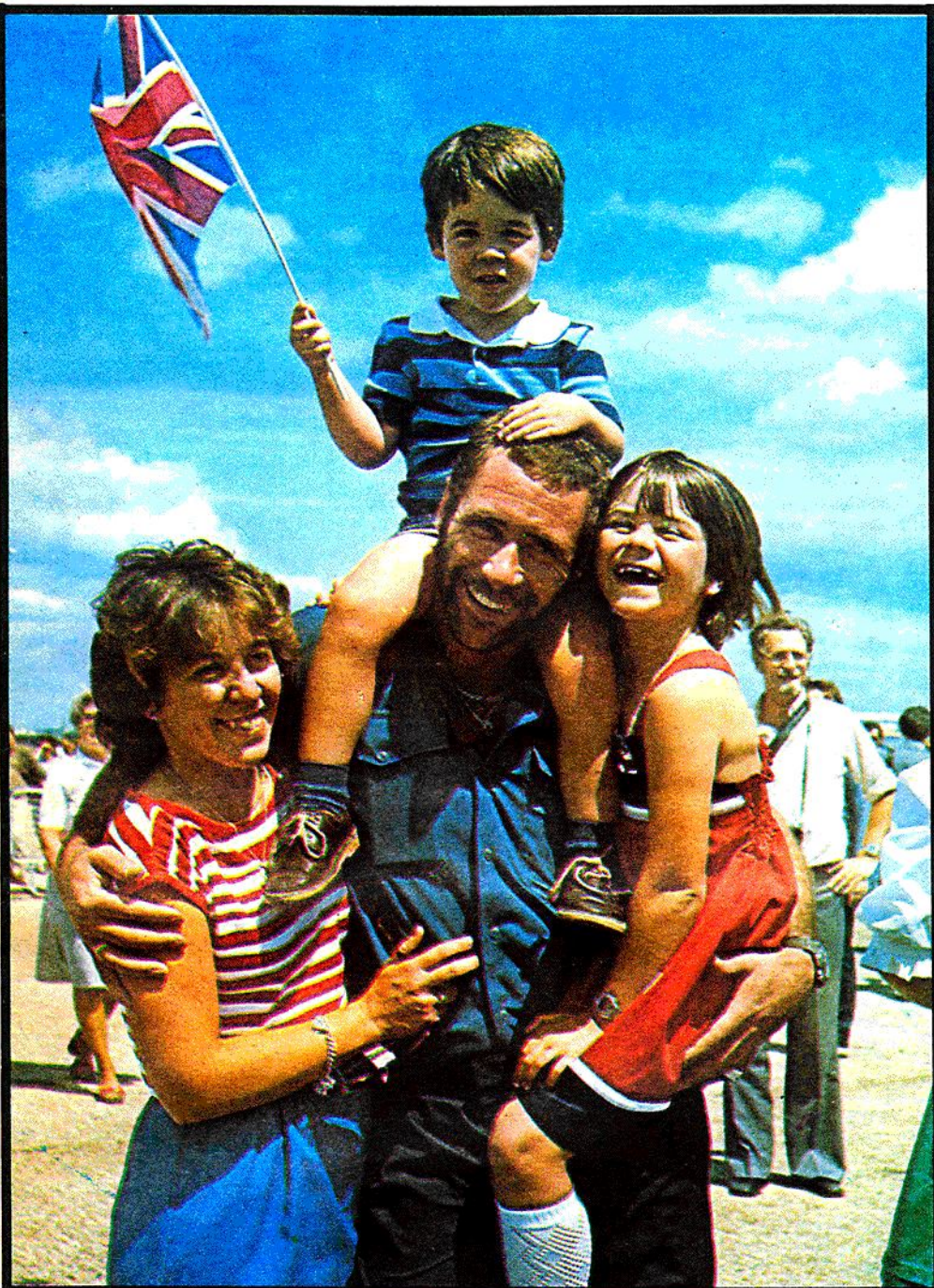
Later the same day Lieut.-Cdr. Ward was again flying with his regular partner, Lieut. Steve Thomas, an air engineer officer who in one tour as a pilot has done more combat flying than many pilots do in a lifetime.

Working as a team, they were directed by a frigate towards three Mirage fighters. Lieut.-Cdr. Ward shot one down with a Sidewinder missile, while Lieut. Thomas hit the others with Sidewinders. One

● Continued in back page.

'Mech' title scrapped

— Back page

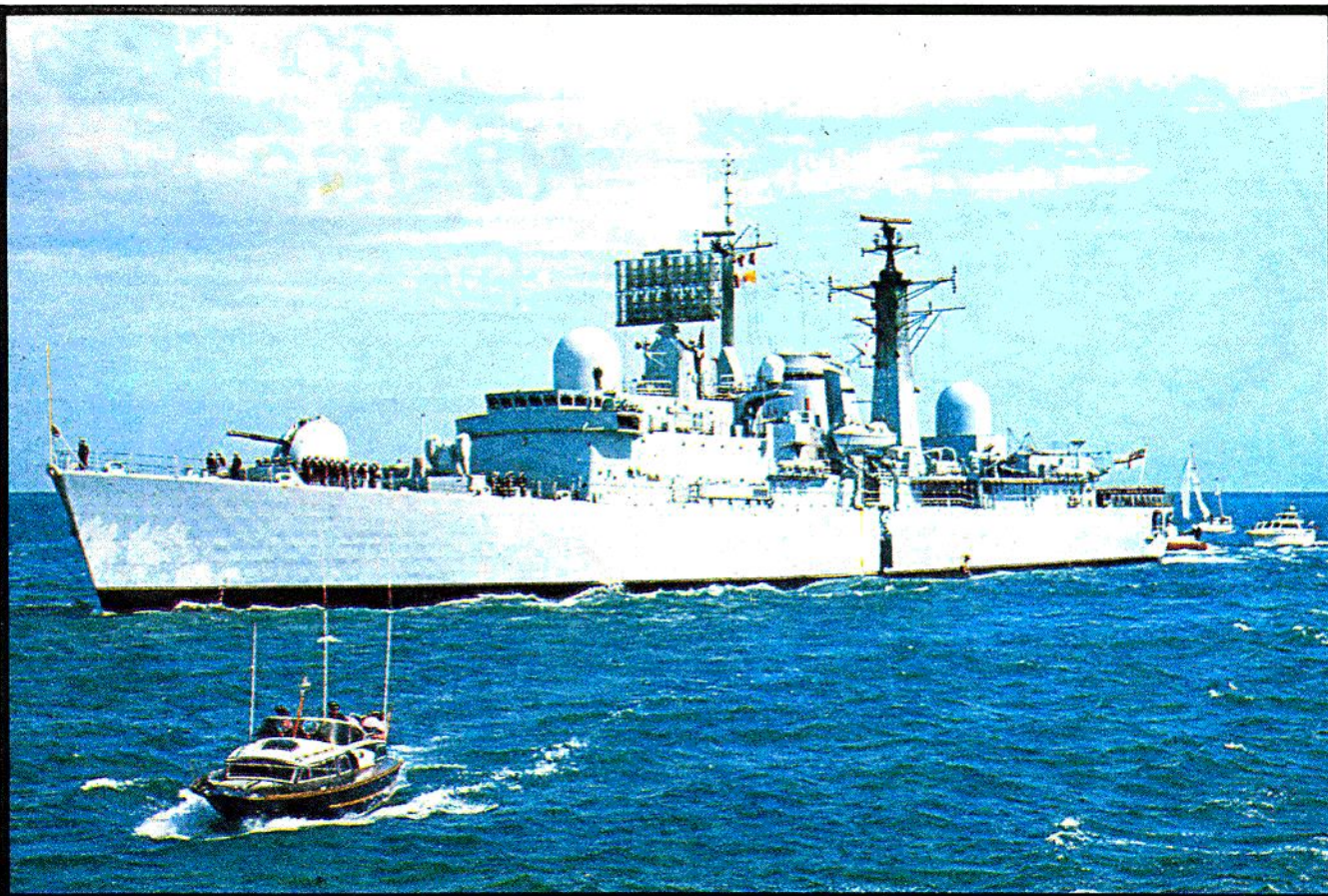


ABOVE: With three-year-old flag-waving son Adam astride his shoulders, HMS Antelope survivor CPO Nigel Hill reflects the total delight on the faces of his wife, Lynn, and eight-year-old daughter, Sarah, as they welcome him home on June 11, minutes after he had stepped ashore from the QE2 at Southampton. More homecoming pictures in pages 12 and 13.

Picture: LA(Phot)
Stuart Antrobus

RIGHT: After her ordeal in the South Atlantic, the sun shines on the bomb-damaged HMS Glasgow as she approaches Portsmouth on June 19 on the last lap of her slow voyage home. Full story, page 23.

Picture: PO(Phot)
Radar Thompson



Awards for heroic Marines



LIEUT. KEITH MILLS (pictured left), commanding officer of the 22-strong Royal Marines detachment from HMS Endurance put ashore on South Georgia to monitor a group of Argentine scrap metal merchants, has been awarded the Distinguished Service Cross. A sergeant in his unit, Sgt. Peter Leach, has been awarded the Distinguished Service Medal.

Four days after they landed, both were involved in a hectic defence of the island in the face of overwhelming odds. Lieut. Mills tried unsuccessfully to forestall

the Argentine attack by negotiation. Although his unit was impossibly outnumbered, extensive damage was inflicted on the Argentine corvette Guerrico, one helicopter was shot down, and another damaged.

Resolute

Only when the detachment was completely surrounded did Lieut. Mills order a ceasefire, placing himself at great personal risk to convey this fact to the invading forces.

The official announcement says that Lieut. Mills' resolute leadership during the action reflected the finest traditions of the Corps.

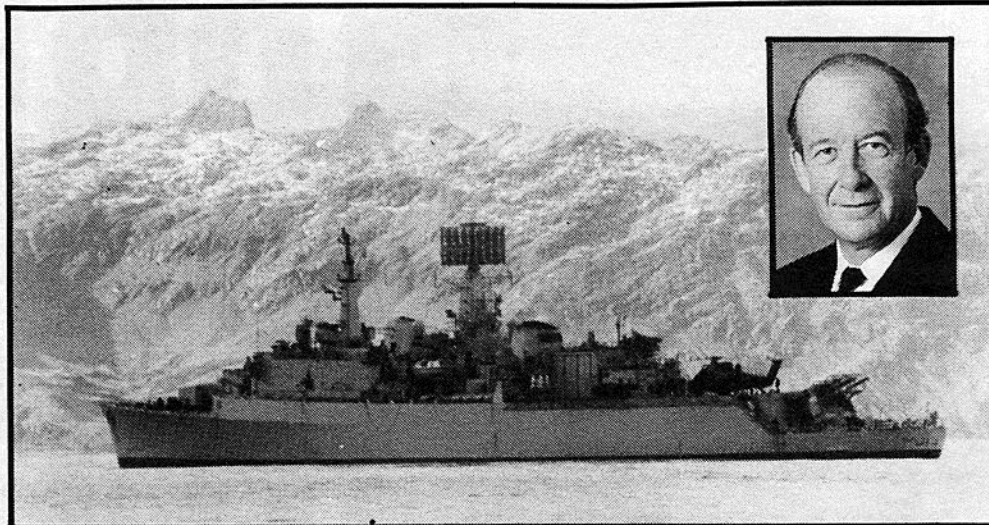
Sgt. Leach was responsible for establishing observation posts at Leith, South Georgia. When it became clear that a full scale Argentine assault was about to begin on the night on April 2, a decision was taken to recover the men to the main base at Grytviken.

Using Gemini inflatable boats, Sgt. Leach and his men moved across open seas near Argentine warships. They reached base and acted quickly to consolidate defensive positions.

When the attack came, Sgt. Leach displayed sound judgement, leadership and great discipline.

FIRST MEDALS GO TO

NAVY AND ROYALS



HMS Antrim off South Georgia and (inset) Capt. Brian Young.

AMONG the first men to be honoured as a result of action during the Falkland Islands Conflict are members of the Royal Navy who took part in the operation to recapture South Georgia.

They include the first two Distinguished Service Orders to be won by Royal Navy officers since the Korean War 30 years ago, a Distinguished Service Cross and five Mentions in Despatches.

Appointed to the Distinguished Service Order are Capt. Brian Young, commanding officer of HMS Antrim, and Lieut.-Cdr. Ian Stanley, the Antrim's flight commander.

Capt. Young was in overall command of the South Georgia operation.

The DSO, which was also awarded to a Royal Marines officer involved in the heroic defence of the island three weeks earlier, was last won during the Borneo confrontation in 1964.

The DSO was last won by two Royal Marines during the Cyprus troubles in 1957.

The official announcement says that Capt. Young demonstrated throughout the operation the highest standard of leadership, with use of bold initiative and cool appraisal of the situation.

"He deployed the sea, land and air units under his command to maximum advantage, often in the face of appalling weather conditions and bad visibility.

"The importance of this operation to the overall strategy of re-establishing British administration in the Falkland Islands and its dependencies cannot be over-stated, nor can Capt. Young's personal contribution to its success."

Helicopter rescue

HMS Antrim's flight commander, Lieut.-Cdr. Ian Stanley, has also been appointed to the Distinguished Service Order.

Two days before the recapture of South Georgia, two helicopters were despatched

in appalling weather conditions to evacuate a reconnaissance party from the island. Both helicopters crashed, and Lieut.-Cdr. Stanley flew seven sorties in two days to



rescue the crews of the helicopters and the reconnaissance party.

"To achieve this he had to fly his helicopter to an area 1,800ft. above ground level in snow storms and gale force winds, a feat demanding the highest degree of airmanship, courage and determination."

The Antrim's flight also took part in the successful attack which disabled the Argentine submarine Santa Fe. During these operations Lieut.-Cdr. Stanley displayed

gallantry and devotion to duty in the finest traditions of the Service.

Also involved in the attack on the Santa Fe was Lieut.-Cdr. John Ellerbeck, flight commander of HMS Endurance.

The announcement says that during and before the repositioning of South Georgia, Lieut.-Cdr. Ellerbeck led his flight with great courage, outstanding devotion to duty and conspicuous success. He has been awarded the Distinguished Service Cross.

Great skill

He flew reconnaissance missions, transported troops for the landing, and took part in the Santa Fe action. In spite of extreme weather conditions Lieut.-Cdr. Ellerbeck flew with great skill and, under enemy fire, displayed consummate courage.

Mentioned in Despatches for their bravery, skill and devotion to duty during the South Georgia operations are Lieut.-Cdr. W. E. Hurst, Lieut. C. J. Parry, Lieut. D. A. H. Wells, Sub-Lieut. S. G. Cooper, POACMN D. B. Fitzgerald and PO(R) Jack Pearson.

Squadron rebirth

A NEW front-line Sea King squadron was embarked in the Cunard container ship Atlantic Causeway, which has joined the Falklands Task Force.

Equipped with ten helicopters, 825 Naval Air Squadron commissioned in May at RN air station Culdrose and is providing a support and delivery service.

Under the command of Lieut.-Cdr. Hugh Clark, the squadron has a complement of 30 aircrew and 60 maintainers. Capt. W. J. Flindell, Chief Staff Officer (Air) to the Flag Officer Naval Air Command, inspected the new squadron at Culdrose, and the commanding officer's wife, Mrs. Jackie Clark, cut the commissioning cake.

Offer to newlyweds

GETTING married in a hurry because of Task Force duties? The Naval Information Centre in HMS Nelson has received an offer of an "intimate" reception in Portsmouth, followed by two nights in a motel in the Portland area. More information on Nelson ext. 24231 or 23758.



Isla my dream

NOW there's incentive for you! "Generation Game" star Isla St Clair speeds AB Allan Simpson (left) and AB David Kelly on their 435-mile way with a kiss and a smile. Allan and David, with MEM George Turton, and AB Richard Warren, all four of whom are crew members of HMS Revenge refitting at Rosyth, cycled to Portsmouth from Rosyth to raise money for the South Atlantic Fund.

It's no small beer for the Force . . .

CANS OF BEER are pouring into the Task Force by the tens of thousands. Among the breweries which have contributed are the Northern Clubs Federation Brewery and Ansells, who between them have sent more than 9,000 cans.

The Federation Brewery of Tyneside specially packed 5,000 cans for the 8,000-mile journey south. A Ministry of Defence spokesman said: "They will be a tremendous morale booster. We have already seen enormous kindness from the workingmen's clubs."

The beer was received by two sailors due to sail from the Tyne on board HMS Illustrious — WEM(O) George Greener and LMEM(M) Neil Phelps.

Ansells joined forces with the Birmingham Evening Mail to provide 4,080 cans of best bitter. Executive chairman of the Birmingham Post and Mail, Mr. T. D. Morris, said: "This is just a gesture from Birmingham companies reflecting Birmingham's concern for the troops in the South Atlantic."

SEND-OFF

Among those to give the consignment a send-off as it was driven away by the RAF, were Ansells' managing director, Mr. Phil Butler, Lieut.-Cdr. Ron Spriggs and Lieut. Mike Buffine, RM.

Another 4,000 cans have already been collected in Plymouth as part of a "Give a can for a fighting man" appeal launched by Mr. Phil Davey, a local printer and his wife, Heather.

Frigate role in the assault

NAVY NEWS has received from Capt. David Pentreath, commanding officer of HMS Plymouth, a first-hand report of the frigate's role in the repositioning of South Georgia.

He says the task group arrived in the vicinity of South Georgia on April 19 and spent the next five days trying to get rescue groups ashore in extremely poor weather. A submarine threat had also developed.

On April 25 the Antrim's Wessex 3 helicopter and one of Endurance's Wasps reported that a Guppy II class submarine (the Argentine Santa Fe) had been sighted on the surface north of Cumberland Bay.

"It was immediately attacked, and in the ensuing fray the Wessex damaged it with two depth charges, Endurance's Wasp scored a hit on its fin with an AS12 missile, while Plymouth's Wasp was launched to follow up the attack, scoring an AS12 near miss on the waterline at the stern.

BOMBARDMENT

"All this attention proved too much for the Santa Fe's commanding officer, who finally beached his boat inside the bay before abandoning it."

The Plymouth provided naval gunfire support before and during a landing in Cumberland Bay. A naval gun line was established north of the bay and indirect bombardment was conducted against various targets ashore.

Gunfire requests and spotting were carried out by members of 148 Battery, Royal Artillery, who had landed by helicopter earlier in the morning.

"Initial firing runs were conducted with HMS Antrim in company, but Antrim subsequently proceeded into Cumberland Bay West for direct bombardment runs, leaving Plymouth to continue firings in the indirect mode."

After Grytviken fell the Plymouth was detached with the Endurance to accept the surrender of 16 Argentine Marines and 39 civilian salvage workers at Leith.

RAC rescue

HMS Sheffield survivor CPO Tony Thompson was driving home from RAF Brize Norton with his wife, Barbara, when his car broke down. But the RAC came to his rescue, despite the fact that he was not a member. As a tribute to the men of the Task Force, the RAC got Tony home safely to his two daughters, and the RAC patrolman donated his earnings to the South Atlantic Fund.

Golf contest

SOUTHWICK Park Golf Club is organizing an amateur team competition on July 25 to raise money for the South Atlantic Fund. Entrance fee will be £10 a head, and teams of three should apply to the club captain, Mr. Barry Vernon, at the club, Tinsley Drive, Southwick, Hampshire.

SO CHEER UP, ME LADS . . .

. . . bless 'em all — all three of these lovelies who are shaping up to support the Fleet.

Below right is the Royal Marines' pin-up, KAREN MOORE, who this year won the Miss Globe and Laurel title. To demonstrate that we have no partisan feelings when it comes to our sister-publications, we show 20-year-old Karen to best advantage — thumbing through a copy of her sponsor magazine.

Her pictures have been sent to members of the Falklands Task Force and, we are told, more are on their way to warm the hearts of the Royals on the roughest seas and coldest nights.

Karen, who last year took the Miss Southsea title in her home town, is also Miss Fareham, Miss Two Counties Radio and Butlin's Holiday Princess. In June she was chosen Cinderella Rockefeller Party Golden Girl, taking £500 in cash, £500 worth of holiday vouchers, and modelling contracts.

Bacchante

Meanwhile DEBBIE MANNING (below left) has a family reason for wanting to back the Navy. Her parents, who live in Northfleet, Kent, sent us this picture of Debbie to cheer up her brother, AB Mick Manning, serving in HMS Bacchante.

In their letter the Mannings say: "It would be marvellous if you could print Debbie's photograph in the paper as Mick

hasn't seen her for some time as she works as a dancer in Jersey."

Last, but not least, of our bonny crew is 22-year-old DEBORAH HUTCHINSON, newly-adopted pin-up of the patrol submarine HMS Otus. The stokers of the boat snapped up an offer by Deborah, channelled through Navy News, to forge close links with a warship.

She works behind the bar at her father's pub in Long Eaton, Notts., and was encouraged to write to Navy News by the hostelry's "Stoker's Corner," a group of former seafarers.

Deborah (36-24-36) has a taste for beauty competitions — as well as badminton and dressmaking. She has her heart set on parachuting and water-skiing, and hopes to start a career as a driving instructress.



FILMS FOR THE FLEET

Premiere for Task Force

MEN of the Task Force may form the first public audience for the film "Who Dares Wins," an adventure based on the exploits of the SAS.

Producer Euan Lloyd has promised the Royal Naval Film Corporation that as soon as he obtains a 16mm print of the movie he will hand it over for delivery to the South Atlantic, before the trade preview and premiere for the critics.

The news of this scoop by the RNFC came shortly after Task Force commander, Rear-Admiral J. F. Woodward, had praised the Corporation for its efforts in supplying up to 1,000 copies of films to the ships.

He thanked them and added: "I like the look of the new films they're sending us. Coincidentally, there is a lot of 'Heavy Metal' around here but a distinct shortage of 'California Dolls'."

General Manager of the RNFC, Capt. Don Hunsley, RN (retd.), was pleased and surprised to receive the message, sent before the Argentine surrender. "I didn't expect that Admiral Woodward, amid all his responsibilities, would find time to think of us. But he's gone out of his way to thank us, and that's very much appreciated."

US aid

A feast of new films is being acquired for the Force, and if some aspects of US aid is under wraps, the Corporation is only too pleased to make it known that the Americans are coming up trumps in bolstering celluloid supplies.

They have made available "Porky's," a box-office hit which has not reached British cinemas. In America it grossed 89 million dollars in 80 days and it was described as "the raunchiest film ever made about growing up."

In addition the Corporation is co-ordinating the supply of video film of World Cup soccer matches.

Titles released this month are:

Scanners (X) — Jennifer O'Neill, Patrick McGouhan. Sci-fi horror in which a megalomaniac exploits an ability to look into another person's nervous system at will. Harris. No. 866.

On Golden Pond (A) — Henry Fonda, Jane Fonda, Katherine Hepburn. Henry and

Katherine's first film together proved a winner. Wearing one of Spencer Tracy's old hats, given to him by Hepburn, Henry Fonda performed his way to the first Oscar he has won as best actor. UIP. No. 867.

Evil Under the Sun (A) — Peter Ustinov, Maggie Smith, Diana Rigg, James Mason among the list of stars as long as your arm in this gem of a film based on an investigation by Agatha Christie's Hercule Poirot. Columbia-EMI-Warner. No. 868.

If Only Hurts When I Laugh (AA) — Marsha Mason, Kristy McNichol. Wisecracking script by Neil Simon about the problems besetting a Broadway actress, including alcoholism and her

relationship with her teenage daughter. Columbia-EMI-Warner. No. 869.

Change of Seasons (AA) — Anthony Hopkins, Shirley Maclaine, Bo Derek. Strong cast bolsters this film about the current American obsession of the shifting relationships between husband, wife, the other man and the other woman. Columbia-EMI-Warner. No. 870.

So Fine (AA) — Ryan O'Neal, Jack Warden. Traditional farce, wherein a staid university professor comes to the aid of his father who has incurred

the wrath of a gangster. We are told that this is the film which invented see-through jeans. Pity they didn't catch on. Columbia-EMI-Warner. No. 871.

The Secret Policeman's Other Ball (AA) — John Cleese, Billy Connolly, Alan Bennett, Pamela Stephenson, etc. A film record of the Amnesty International Gala featuring sketches interspersed with music from such stars as Sting, Eric Clapton and Bob Geldorf. UIP. No. 872.

Picture: PO(Phot) Dutch Holland



DRAFTY'S CORNER

IF HE still has one, Drafty's fan club may not generally realise that this monthly article goes to the Editor nearly two months before publication.

That's all right in normal times when nothing much changes in a couple of months, but it would be a brave author who attempted to predict the July scene in May, particularly as at the time of writing the operational commitment continues to increase and the end is not in sight.

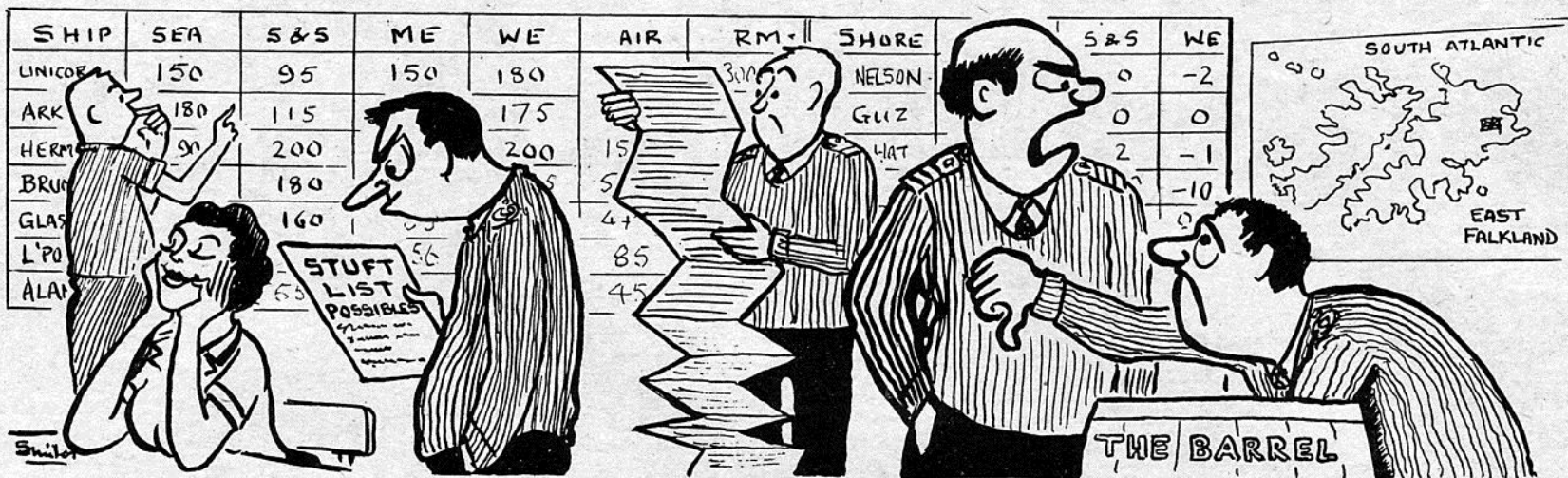
So far, the sea bill has increased by over 3,000 men. The drafting rules were suspended at the beginning of April and it became necessary to postpone the release of men in shortage categories. The list of such categories has grown slowly with the increase in requirement.

Ingenuity

For some coming up to release date with no job to go to, stop release has been a blessing. For others with a job to go to (and in some cases jobs already started during terminal leave) it has been a bitter disappointment.

One can say only that Drafty has had to squeeze every last pip out of the lemon before persuading MOD to stop release a category and it was something about which we all gave a great deal of thought. The same goes for those early releases which had to be stopped.

Redeployment during April was conducted when most units were on Easter leave.



"Another fine mess you've got me into, Stanley!"

Balancing act filling the bill

Thank you to those officers of the day and duty senior rates who showed remarkable ingenuity in recalling men from leave. The response of the "victims" was magnificent too.

Initially some shuffling between ships was inevitable — it is quite a problem getting the naval mix right for the

Canberra when no scheme of complement exists, and we had to provide back-ups for HM ships in case some liberty-men failed to return. They were hardly needed.

The major components of the increase in the sea bill were HM ships Intrepid and Falmouth and a good few

naval air squadrons and flights. Drafty allowed himself a small pat on the back when these ships appeared at sea on the TV news in remarkably short order. We must have cobbled together a reasonable collection of adquals and SQs, but perhaps the bad news will filter back when the dust has settled.

Less glamorous than the big packets of manpower were the several dozen naval parties required to man wholly or partially the STUFF. This mnemonic has nothing to do with pork sausagemeat, sage and onion as used in the culinary world but refers to Ships Taken Up From Trade.

Penalties

These naval parties range from a few communicators in some ships to complete crews for trawlers and over a hundred officers and ratings in a luxury liner.

Inevitably there are penalties to be paid for rapid redeployment, apart from the initial inconvenience. A 15 per cent increase overall in the sea bill doesn't seem much but whereas some categories have scarcely noticed a ripple, others where the sea/shore ratio was already high, have experienced a 30 per cent increase in sea requirement.

In some cases the sea roster no longer exists. This problem will be high on Drafty's priority list when the return to normality starts as will the need to draft to release those men and women whose en-

gagements have of necessity been extended.

Every effort has been made to keep the training machine intact but some erosion has been unavoidable. Yaffling the seedcorn is dangerous and we must achieve the maximum possible training output if we are to avoid even greater manning problems next year.

Leave

Drafty is all too aware that entitlements to leave after sea service are building up rapidly and so are the numbers who've done their time at sea. All these matters have to be addressed in planning the recovery. It will need a nice judgment to achieve the right balance between equitable treatment for ratings and the operational readiness of the Fleet.

No Drafty's Corner is complete without a commercial and this one is no exception. Personal tragedy is always associated with war and this means rapid information to next of kin.

NOK cards

Naval Drafting Division took over the Central Casualty Section from RAF Adastral House seven months ago. The state of the index was such that we had to start again.

Despite the requirement for everyone to complete a new NOK card we were still 5,000 cards short on April 1, although by mid-May this figure was down to under 1,000 and we are still working on them.

Some people are eternal optimists and believe it will never happen to them. Others, for reasons known only to themselves, give fictitious names and addresses. Drafty needs an accurate, complete card for everyone.

Over 70,000 cards are now captured on the computer thanks to the Herculean efforts of HMS Centurion computer staff and 40 Wrens and ROs under training who worked night shifts for a fortnight and became instant computer keyboard operators in the process (it's now an adquall).

Accuracy

We can now printout combined souls onboard/next of kin lists for use by the Naval Personal and Family Service. The accuracy of the souls onboard list depends to a great extent on the accuracy of MOR inputs and in more normal times, on joiners/leavers being signalled as required by DCI(RN) 84/82 when a casualty has taken place.

For the Falkland Islands crisis, ships should signal joiners/leavers as they occur. Some ships are very good at it and Drafty knows which are not!

Thanks

As predicted at the beginning, this article is short on hard facts for the future. It is hoped to clear the crystal ball in future editions. Meanwhile, fastest draft was three hours from eating dinner to joining a STUFF at sea and heading south.

Biggest disappointment was to see on the TV some of those chaps we rushed to the Falmouth chipping point on the fo'c'sle. The happiest moment came when Canberra sailed and couldn't ask for any more changes in her Naval Party.

Finally, from Drafty to all those crash drafted, their families and to the ships who have sometimes had to make a mickle out of a muckle — our sincere thanks for both the response and the lack of complaint. Your efforts will not be forgotten.

BUY A REAL PIECE OF H.M.S. ARK ROYAL OR H.M.S. EAGLE



Decorative brass or copper items bearing the specially commissioned medallion cast from metal taken from H.M.S. ARK ROYAL (Illustrated) or H.M.S. EAGLE (The medallion takes the 'Spread Eagle' of the ship's crest)

2 Tot (1/4 pint) Rum Measure £4.70 (P&P 50p)

1/2 pint Copper Tankard £5.40 (P&P 40p)

3-inch Handbell £5.40 (P&P 50p)

1 pint Copper Tankard £7.70 (P&P 50p)

2 1/2-inch Handbell £3.50 (P&P 40p)

Ash Tray or Pin Tray £2.10 (P&P 30p)

NEW

A set of 3 Rum Measures with the ARK ROYAL Medallion in brass. 2 Tot / 1/4-Pint (As illustrated above), 4 Tot / 1/2-Pint and 8 Tot / 1 Pint. Price £18.95 the set (P&P 75p). If you already have the 2 Tot Measure we can supply the other two for £15.50 (P&P 75p).

The EAGLE paperweight and EAGLE Pen Set (State which). A beautiful hardwood base made from wood taken from the ship and incorporating the ship's crest surmounted by an Eagle cast in solid EAGLE brass. Either item £9.50 (P&P 75p).

ARK ROYAL crib board in solid hardwood — mounted ARK ROYAL brass. Limited number at £14.50 (P&P £1.50 — they are heavy!).

REDUCED

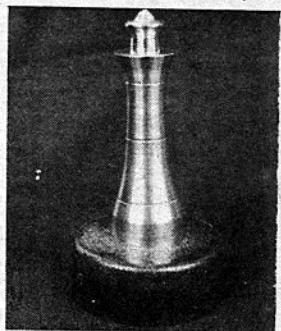
Remarkable in these days but the remaining stock of 12" x 6" ship profiles incorporating a two dimensional model of the ship and a cap ribbon are now available at £1.25 (P&P 50p). for H.M. SHIPS ARK ROYAL, MOHAWK, PLYMOUTH, ANTRIM, AVENGER AND JUPITER. Full set £6 (P&P £1.50). Full set bar ARK ROYAL £5 (P&P £1.50).

PRINTS

ROBERT TAYLOR'S Prints of ARK ROYAL £3.95, Last Phantom £2.99 H.M.S. KELLY £3.95. All prints are in full colour and are roughly 24 inches by 18 inches. Last Phantom is smaller. Post and packing 75p for up to three prints.

CAP RIBBONS

We have a large stock of genuine cap ribbons, and also want to buy collections. S.A.E. for details.



LIGHTHOUSE

Approx. 5" tall, handmade in brass taken from H.M.S. Ark Royal, mounted on a wooden base. Lightly inscribed: Ark Royal June 1979. £9.50 (inc. P&P).

ROYAL NAVY TASK FORCE T & Sweatshirts

T SHIRTS Adults - S. M. L. Ex. L. £2.50 + 25p P & P
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SHIPS OF THE ROYAL NAVY

No. 318



Rare send-off for speedy Brum

HMS BIRMINGHAM has certainly wasted no time in living up to her motto, "Forward." To that single word could be added "... at a rate of knots," for less than four months elapsed between her emergence from refit and her departure for the South Atlantic.

That departure was made on June 18, and was marked in an unusual way: as the Type 42 destroyer slipped out of her Portsmouth base she cheered ship in salute to the families waving their goodbyes from the shore.

It was a small self-indulgence for men who had worked almost round the clock to get the ship ready for operational service five months earlier than originally planned.

Enthusiasm

When the Falklands were invaded by Argentine forces, the Birmingham's trials period was cut from eight weeks to five, then to three. Her basic operational sea training at Portland was shortened to four weeks and brought forward by two months.

The destroyer's recent history seems to have been dominated by sudden programme changes — as well as enthusiasm and hard work to achieve the aims.

Towards the end of 1980 she had started her pre-refit trials when she was ordered to join the Gulf Patrol, a deployment which delayed the start of her refit until the following March.

A combination of hard work by the ship's staff and excellent co-operation by the Dockyard brought the work to an end five weeks early, enabling her to sail for sea acceptance trials days before the Argentine invasion.

During the refit there were many opportunities for visits and liaison with the city of Birmingham, including participation in Brum's Remembrance Day parade, to which the ship sent 70 officers and men.

Members of the ship's company also visited the Nautical Club and Chelmsley Hospital School, the Birmingham's adopted charity. And recent visitors to the ship have included the Lord Mayor of Birmingham, and the Commander-in-Chief Fleet, Admiral Sir John Fieldhouse.

Air defence

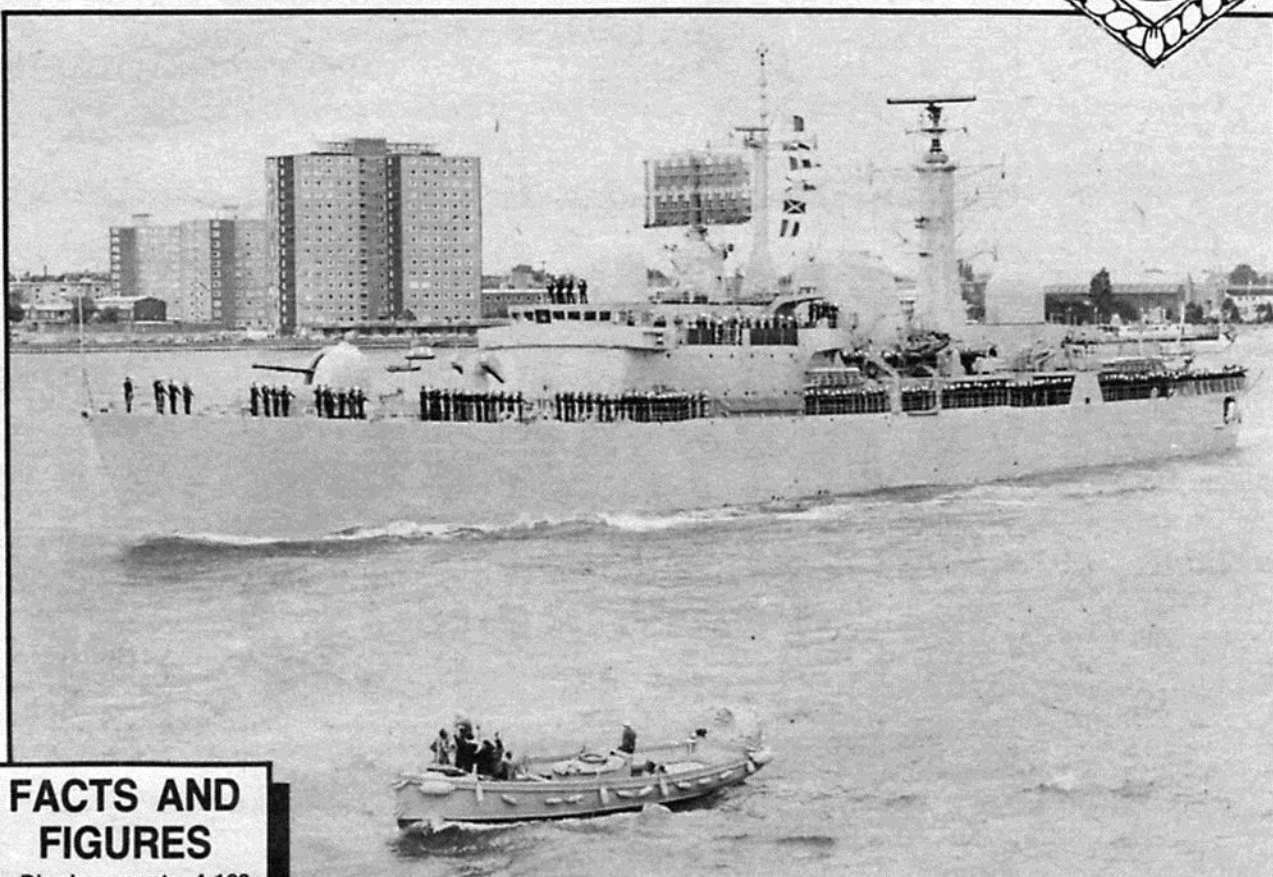
HMS Birmingham (Cdr. J. E. Culley) is the second Type 42 to enter service with the Royal Navy and, since the loss of HMS Sheffield, is the senior ship of her class.

She was launched in 1973 by Lady Empson, wife of the then Second Sea Lord (Admiral Sir Derek Empson), and was commissioned at the end of 1976.

As with her sister ships, she is designed to provide area air defence for a task force, and for that primary purpose is equipped with the Sea Dart missile.

FACTS AND FIGURES

Displacement: 4,100 tons. Length: 412ft. Beam: 47ft. Draught: 19ft. Armament: Sea Dart surface-to-air missiles (twin launcher); 4.5in. gun; two 20mm Oerlikon cannons; six anti-submarine torpedo tubes. Aircraft: Lynx 2 helicopter which can launch torpedoes or Sea Skua air-to-surface missiles. Propulsion: Two Rolls-Royce Olympus TM3B gas turbines (56,000 shp) and for cruising two Rolls-Royce RM1A gas turbines (8,500 shp); two shafts. Speed: 29 knots. Range: 4,000 miles at 18 knots. Complement: About 270 with accommodation for up to 312.



HMS Birmingham cheers ship as she leaves Portsmouth for the South Atlantic. She was in company with her sister-ship, HMS Southampton, and was followed later by the Rothesay-class frigate HMS Rhyl.

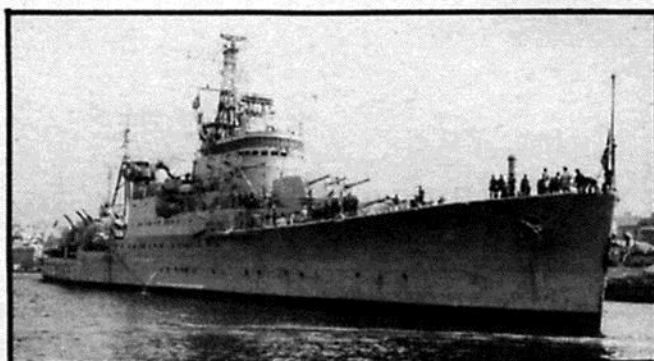
Picture: PO(Phot) Radar Thompson.

First sub 'kill'

ONLY TWO other ships of the Royal Navy have borne the name of Birmingham, but between them they won five Battle Honours in three wars and ensured a place in the history books.

The first Birmingham, a light cruiser commissioned shortly before the outbreak of the First World War, made the first submarine "kill" by the Royal Navy.

She rammed U15 after spotting a periscope wake 160 miles off the German coast on August 9, 1914. It was an action which prompted Winston Churchill, then First Lord of the Admiralty, to send a telegram to the Lord Mayor of Birmingham, telling him of the feat.



The second HMS Birmingham, twice the victim of torpedo attack and winner of two Battle Honours in two wars. She is pictured at Malta in the mid-Fifties.

The Birmingham also fought at Heligoland Bight later the same month, at Dogger Bank in 1915 and at Jutland the year after. In the post-war period she served as flagship of the Commander-in-Chief South Atlantic Station before returning to home waters. She was sold for scrap in 1931.

Her successor, a 9,000-ton Town-class cruiser, twice survived torpedo attacks during the Second World War. The more serious incident came in the Mediterranean towards the end of 1943. The Birmingham, es-

corting a convoy to Alexandria, was hit by a U-boat 50 miles north-west of Derna. The blast killed 29 men, but the ship was able to make port to fight another day.

That day came in the Korean War when she was in action off the west coast in 1952-53. But within a few years her days of glory were over, and she was broken up in 1960.

Battle Honours are: Heligoland Bight 1914, Dogger Bank 1915, Jutland 1916, Norway 1940, Korea 1952-53.

Good Luck to Task Force 317-8



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ROYALS STAND OUT!

THE Band of the Royal Marines would look even smarter than they do if they abandoned their present head-dress of the Wolseley solar topi, and adopted the smarter "police type" narrower helmet as worn by most infantry bands when in ceremonial order.

The 1908 type Wolseley topi was first worn in serious action during the 1915 Gallipoli Campaign, making the wearers more conspicuous than if they had worn some other type of headgear.

However, that cumbersome and heavy sun helmet was imposed on British forces when serving in the East.

Like all reinforcements to the Eighth Army in North Africa I was issued with a Wolseley sun helmet, but I never saw a single sun helmet worn by a British combatant. — R. Rimmer, Chester.

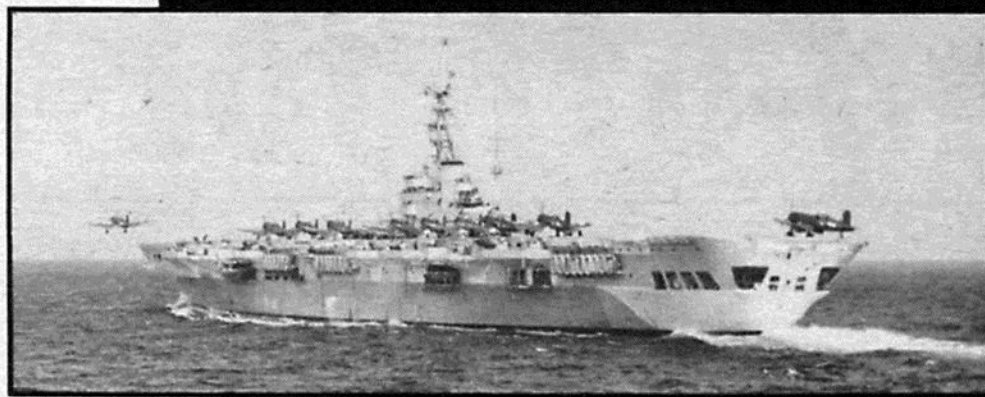
Submarine

□ 'understudy'

IN REFERENCE to the letters (April and May issues) about the film "Morning Departure," HMS Tiptoe made all the surface scenes, but it was the Tereido who made the escape scenes in Malta. I was serving in her at the time, 1947. — A. Downer (ex-submariner), Whitwell, Isle of Wight.

TIPTOE was the boat in the film, "We Dive at Dawn," starring John Mills. Tiptoe was the boat in the film, "Morning Departure." — Ray Kinsman (ex-submariner 1943-53), Preston.

VENERABLE DISTINCTION . . .



LEFT: HMS VENERABLE, now the Argentine carrier Veinticinco di Mayo, pictured during her one and only commission in the Royal Navy.

The picture was sent to Navy News by Cdr. the Rev. J. Richards, Little Weighton, Hull, who in his letter recalled that the Venerable sailed from Sydney on VJ-Day (not very popular with the ship's company!) in order to take part in the relief of Hong Kong. She returned to the UK in April 1947 and later that year was sold to the Netherlands and renamed Karel Doorman.

Cdr. Richards added: "I was captain's secretary of the Venerable from July 1945 to August 1947, deputy supply officer of HMS Hermes in 1962, and supply officer of the Hermes 1969-70. I wonder if there is anyone else who has served in both flagships of the present contending navies in the South Atlantic?"

LETTERS TO THE EDITOR

TRIBUTES FROM FAR AND WIDE

WE CPOs, HNIMS Kortenaar, would like to express our deepest sympathy for the lost members of the Royal Navy — in particular those of HMS Coventry, who served with us in STANAVFORLANT 1981. Among her crew we count many good friends.

Please convey our sincere condolences to families and crews. — Mess president and members, CPOs' mess, HNIMS Kortenaar.

I WOULD like to express our gratitude for the meeting ar-

ranged in York for Glamorgan relatives.

There have also been Task Force meetings of the Sheffield Sea Cadets. We used to "look after" many of the Sheffield crew when they were here and have such happy memories of our boys — Mary Watson (Mrs), Sheffield.

ON BEHALF of everyone associated with TS Sheffield, I would be grateful if, through Navy News, we could convey our sorrow and deepest sympathy to the families and relatives of the officers and men killed or wounded aboard HMS Sheffield.

I have been asked to pass messages of sympathy from other Sea Cadet units, kindred cadet forces, workmates and citizens of Sheffield too numerous to list.

Sheffield Sea Cadet Corps' affiliation with HMS Sheffield was extremely close. We are proud of that affiliation; grateful and honoured to have known the men who served in her. — D. Nisbet (lieut.-cdr. SCC, RNR), commanding officer TS Sheffield.

WHILE survivors of HMS Sheffield were our guests we conducted a sponsored beard trim which raised £100 towards our fund for the St Ives branch of the RNLI.

Through Navy News we would like to thank the Sheffield beard man and his shipmates for their support and wish them all the best from the Crew Bar, RFA Resource, and Fred. — F. Dingwall, SG1A, RAF Resource.

I WOULD like to thank everyone concerned in helping me through the last few months. I realise the Navy has had to put up with criticism, but I think they are doing a marvellous job — Jackie Stewart (Mrs.), Wife of an HMS Coventry survivor. Portsmouth.

DURING 1975-76 while my husband (ex-LOEM Colin Greef), now a senior constable in the Royal Australian Naval Police, was serving in his last ship in the RN, I collected a scrapbook for him as a souvenir.

It contained newspaper cuttings, photographs, the ship's first newsletter after it was commissioned, a families day programme, and an invitation card to the chiefs' mess for Christmas drinks.

Along with his trusty Zippo lighter with the ship's crest on

Thanks!

WITH A SON serving in HMS Invincible it was with great interest that I read the Navy News Families Special, and I feel I must thank the "Hotline" team for their help and understanding. — (Mrs) J. M. Heesom, Knutsford, Cheshire.

● Mrs Heesom also sent a copy of a poem she had written. In these emotional days many other poems have been received by Navy News, but it is regretted that there is not space to print them all. — Editor

I WOULD like to thank whoever is responsible for sending me Navy News while my son is in the Task Force aboard HMS Invincible. It is so good to read what has happened and what is going on with all the ships, and gives me a closer link with our huge family within the Royal Navy.

Although my son is 8,000 miles away, reading Navy News brings him closer, and makes me feel included in all that is happening. — A Waiting Mum, Surbiton, Surrey.

it, it came with us to Australia and was packed away almost forgotten.

Recently with a sad heart we got out the scrapbook and added the front pages of the Sydney newspapers to what is now my husband's most prized possession.

The ship was HMS Sheffield. Our hearts and thoughts go out to all the families of the men who were on board. — Avril Greef, Nowra, New South Wales.

TO FAMILIES and friends of the Task Force, I would like to send my sympathy to you all and to say how very proud I am to know we have people willing to defend our country's rights. My thoughts and prayers go with you. — Mrs. Smith, Maidstone, Kent.

Robert's story

I WORK as a nurse in the Royal Hospital for Incurables in Putney, London. Having a son in the Royal Navy I read Navy News and then pass it on to one of the patients in my ward, Robert Markham.

Robert is in hospital because he suffered a stroke which paralysed him. He also finds speech difficult. To communicate he has a specially-adapted typewriter, and typed the enclosed letter over several days, telling of his experiences in the Navy of the past. — Ann King.

● In his letter Robert tells of joining the Service in 1930 at the age of 15. His ships included the *Vallant*, *Renown*, *Repulse*, *Duchess*, *Cornwall* and *Euryalus*. He would be pleased to hear from former shipmates who may remember him. — Editor.

Lighter view □ of cruiser

I NOTICED in your April issue that HMS Edinburgh, sunk in May 1942, was described as a "heavy cruiser."

Although one of the largest cruisers in the Royal Navy, she was in fact a light cruiser, and a member of the Third Light Cruiser Squadron. — Frank H. Hammond, Axminster, Devon.

Book of □ Thanks

THE PREFACE of the South Africa Book of Thanks has generated a lot of interest and correspondence from readers requesting changes and additions. These, where justified, have been incorporated for the historical record in a corrigendum.

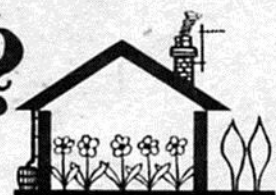
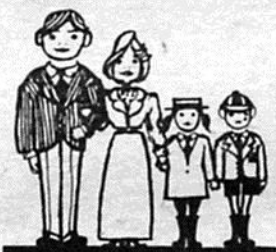
In addition — and perhaps of even more interest — an Index of Major Military Formations (App(A)) and a Regimental Index (App(B)) are included.

App(A) covers 13 divisions, four independent brigades, and two Royal Marines MNBDOs.

App(B) of eight pages includes the astonishing total of 139 Artillery regiments and details of aircraft establishments and subsequent deployment (and some of the activities) of the 27 RAF squadrons listed in the Book of Thanks.

This corrigendum / addendum will be photocopied and covers 20 pages. Should any reader like a copy (it should be ready for distribution this summer) he is requested to send £3.30 to cover production costs and postage to The Editor, Capt. E. A. S. Bailey RN, Inversanda, Ardour by Fort William, Scotland. — E. A. S. Bailey.

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Food charges 'a sop to the single man'

'End this bias towards marrieds'

I FEEL that the bias towards the married rating should come to an end. It should be remembered that it is often the single man who will cause the fewer welfare problems, be more willing to serve anywhere, move at short notice, and will usually volunteer early out of turn for sea service.

If I, as a single petty officer, was serving in a shore establishment, the increase in my pay, after deducting the higher food and accommodation charges, tax, etc., would be around 20p per day. If, however, I happened to be an able rate, I would get a cut in pay.

The increase in separation pay of 10p per day cannot be justified, since the cost of separation has not increased. In any case, is it not true that the single man is also separated from his home attachments?

A fairer method of making this payment would be to abolish it in its present form and replace it with a seagoing allowance, payable both to married and single ratings serving in ships.

Perhaps the greatest anomaly between married and single men lies with the Assisted House Purchase Scheme, but once again a pay review has gone by without single men being included. — **Disgruntled Apollo.**

I NOTE the superb sense of timing of the announcement of a potentially controversial item in the 1982 pay review — the proposed introduction from October 1 of food charges for the married unaccompanied serviceman. While I can understand the delight with which this will be greeted by those who are already required to pay for their food while "living in," I should like to outline my objections to the imposition of this measure.

In my opinion the AFPRB in its 1982 report bases its argument for introduction of these charges on the single statement that: "The fact that such individuals (married unaccompanied servicemen) receive free food does give them some financial benefit by way of home savings, which seems to us inequitable at a time when other members of the armed forces are facing significant increases in their charges."

This argument is plain nonsense. Even without food charges, an unaccompanied draft costs money. In the first place, by choosing to be unaccompanied, the married man automatically incurs travelling expenses which he would not otherwise have. I know he receives eight extra warrants a year, but these cover only a tiny portion of the journeys he will make.

BEHIND

Secondly, I assume any increase in a single man's food charges is based on the extra cost of providing that food. Does the AFPRB think I am protected from inflation and that my wife does not have to pay higher prices for our food? The single man is 12 months behind me in paying for inflation — he catches up on April 1 each year, I have paid those higher prices all year.

The other aspect which the AFPRB appear to have glossed over is the cost to the Exchequer should I and other house owners decide to move our families rather than leave them when we receive a draft away from our preference area.

My main reason for buying

SMACK IN THE TEETH

WHAT more appropriate way to smack the seagoing fleet in the teeth than the impeccable timing of announcing larger pay rises for the WRNS compared with us mere male sailor persons.

Mind you, for enjoying the comforts of this current operational deployment we do get an extra £1 a day SLOA.

Excuse me for being brief, but there goes "Action stations" again. — **CPO. HMS (frigate).**

● It should, of course, be remembered that women too are with the Falklands Task Force, including QARNNS nursing sisters and nurses. — **Editor.**

my own home and settling my family in one area was to provide a stable education for my children. To continue to provide this stable education I would need to put them into boarding school which would entitle me to claim £3,990 per annum in Boarding School Allowance. I would then claim £298 Disturbance Allowance

and X (but certainly not less than £100) pounds for removal expenses to move my wife to my new place of duty.

I could also probably claim an element of legal expenses for the sale of my existing house and the purchase of another. In addition, I could continue to claim home-to-duty travelling expenses.

If I do not move my family the Exchequer will receive just £230 per annum, assuming I do not have to pay for my food during leave periods. Even allowing for the fact that not everyone will move when drafted, this does not appear to make economic sense and reinforces my view that this measure has been introduced as a cosmetic exercise to try to pacify the complaints which the single man has been voicing for many years.

NO ATTACK

I would hope that this letter does not produce a mass of furious letters from the single man. It is not intended as an attack on him — I consider that when the Service requires you to live in, be you single or married, then free food and accommodation should be provided. — **R. A. May, CPOWTR. HMS Heron.**

● As reported last month, exemptions to the proposed charge are being explored, so it is not finally decided who will have to pay. — **Editor.**

I ACCEPT the argument that it is not necessary to give newly-entered ratings a large pay rise when there are many waiting to replace them, but what I cannot accept is the need to give senior officers a 14 per cent increase.

A second anomaly is the possibility of a chief Wren earning £2 a day more than a male chief petty officer, although the former is not subject to the same discipline, cannot carry arms or go to sea. The latter may be serving with the Falklands Task Force. — **J. H. Clay (CMEM), RN and RM Careers, Exeter.**

U.S. ships, please

HAVING been to many Navy Days displays in south-east England over the years, I am disappointed not to see United States Navy ships. If they can come to Pompey to restore and supply, why not a goodwill visit on Navy Days? — **A. Marshall, Romford.**

Pride in past and present

SEVERAL months ago down by Gosport Hard, and along with many others, I went to see the Hermes and the Invincible sail.

In summer, the garden seats are dotted around with old matelots and ex-Jollys, Leathernecks, bless 'em. Like me, since I've joined up with them, they are seeing ships — old, old ships. Maybe there are ghosts alongside us seeing their old ships, too.

Some years ago my wife and I found ourselves sharing a carriage to Pompey with the "new" Navy. After the usual "What ship?" my first ship in the Navy (1923-26) came to life. "Coventry" — a new Coventry. These lads were proud of their ship; we were proud of our Coventry, too.

I left my old Coventry in 1926 and never saw her again. She went down still firing at Tobruk in 1942.

I did not realise I could find so much anxiety for our lads. I suppose in youth we were different and could take it, but now we old ones sit on the seats by Gosport Hard, and everything in our hearts goes to the lads I watched sail in their ships.

This screed, if you can read it, may be old men's nostalgia. We are, however, torn every time the new instruments of war find another Coventry and Sheffield and the frigates. — **A. G. Brown, Lieut. (retd). Leeson-Solent, Hants.**

The naming of Wrens

THE letter in the April edition from Mrs. Lancaster regarding Wrens' names reminded me that during the time I served on the communications staff of Commodore Durban 1943-44 we invariably addressed Wrens by Christian names, irrespective of rating.

Nicknames were used where two had the same name so we had Jean and Mac, Wendy and Ginger Wendy, and we had a disciplined, efficient and happy staff. — **K. D. Williams, Worcester.**

In defence of 'Clubs'

I WOULD like to comment on the PTI cartoon in the May issue, and feel sure that many other PT wives feel as I do.

Families should be made aware that not all the PT branch are shore-based. Many are assigned to ships to keep the crews fit for action.

The PTI's role on board is not solely PT work, but also seaman and NBCD duties. The cartoon depicting a lot of "war-shy" PTIs is simply not true.

However, apart from this little "dig," I thought the cartoon quite funny, knowing the reputation of the PT Branch. — **(Mrs.) Christine Hudson, Saltash, Cornwall.**

No Navy, no future

FEW thinking people will quarrel with the basic concept of the authors of "The Uncertain Ally — British Defence Policy 1960-1990," reviewed in your May issue.

Unfortunately the rider is totally false: "To provide the country with the most efficient defence structure possible within prevailing financial and budgetary limits."

This country, like any other, can only base its defence policy on its needs — that is to protect itself against its possible threats.

The question of finance is quite immaterial, because if we do not have an effective Navy we have no future as an independent nation.

There are a great many of the public who are sympathetic to the Services. Tell the public what you want and we can get it for you. — **(Mrs.) Doreen Hobbs, Burwell, Cambridge-shire.**

GILT-EDGED IDEA

I READ in your June edition that a film of the HMS Edinburgh gold recovery had been shown at Leighley. Since then I have read that the Royal British Legion conference has expressed concern over pressure on its funds and by the Falkland Islands conflict. I believe we should seek to persuade official consciences that the

British share of the Edinburgh's gold has a better home than with the Treasury.

However, when my suggestion was published locally last year under the heading "Use that billion windfall to aid hostility victims," reaction was zero.

An HMS Edinburgh Trust, with money

invested, need not be confined to military service, and a charter could be devised where any person unwillingly caused hardship by hostile action would be sure that immediate financial assistance is available should adverse conditions arise directly related to "national service." — **E. A. Marsh. Poole, Dorset.**

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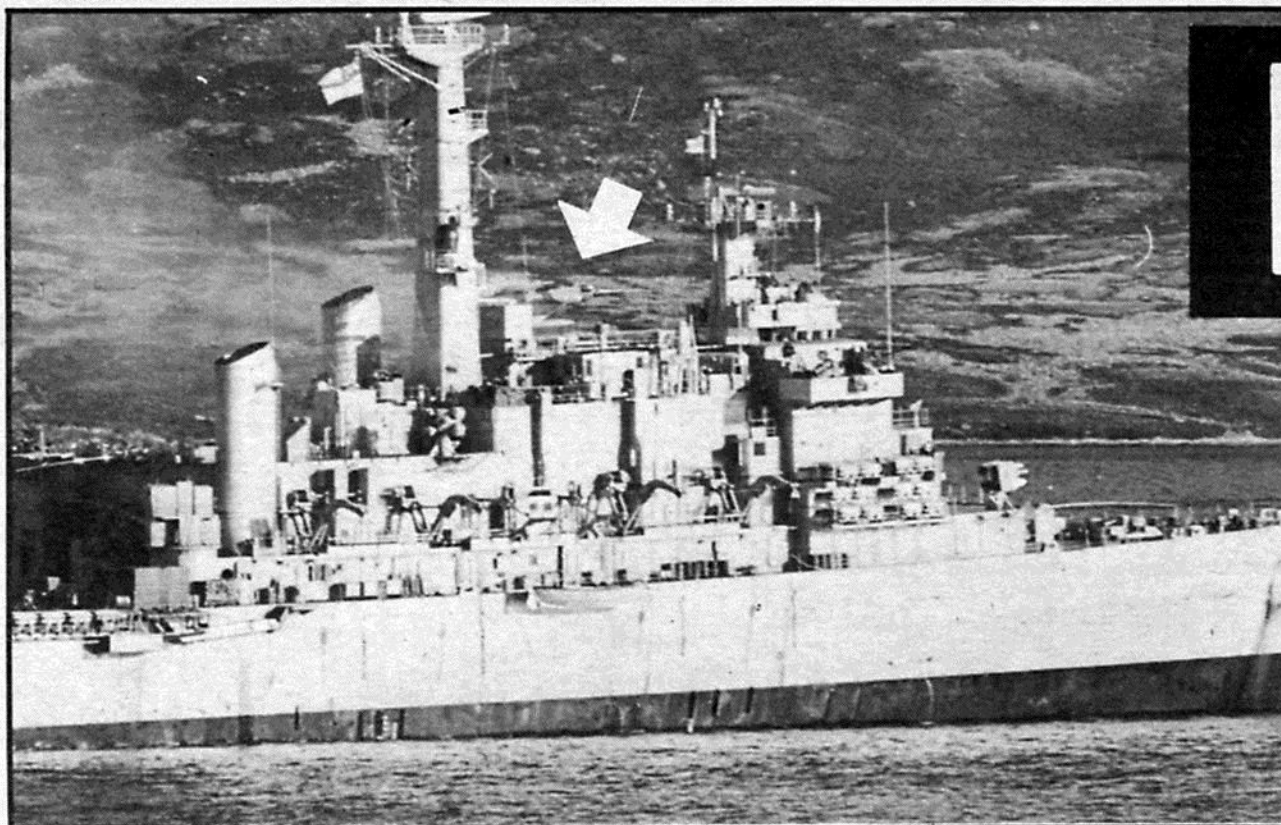
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LIFE IN

AN OUTLINE of the role and action of many Task Force ships over the last few weeks is presented on these pages. While reports cannot be comprehensive and not all ships are covered, an idea of life "down south" is conveyed, including some of the drama.

Many ships have sent home newsgrams for distribution among the families of individual ships, bringing information and greetings.

The reports we have received mention the great value of support received from the families and the general public, and there are warm thanks for all the messages of encouragement.

For example, one ship says they were heartened to hear of efforts to keep families informed and to help them when it was needed. At such times it was reassuring to know of this help.

"This knowledge, coupled with the remarkable level of support in the whole country for our presence here, makes life 8,000 miles from home a great deal easier than it would otherwise be."

Buzz off!

Almost at bridge level, a Mirage fighter-bomber (arrowed) attacks HMS Fearless during an Argentine air raid in San Carlos Bay — Bomb Alley.
Picture: PO(Phot) Pete Holdgate.

HMS FEARLESS and sister ship HMS Intrepid became the longest-serving inhabitants of San Carlos anchorage — Bomb Alley.

The Fearless tells of the hectic pace of events and the many changes of programme every day in response to the fast-moving military situation ashore.

"The assault ships have practised their many roles several times in the past but never for such a sustained period, and within enemy range, has the Fearless fulfilled them all at once — Headquarters and control ship for a commodore and major-general controlling two brigades ashore; landing

craft depot ship; air and sub-surface warfare controller; entrepot for incredible numbers of men and stores in transit; the home base of 846 Squadron; provider of food and warmth for weary land forces; landing platform for helicopters and the occasional Harrier, open 24 hours a day (more than 4,000 deck landings so far); source of advice and assistance to merchant ships attached to the Task Force; supplier of goods to the Army and Royal Marines.

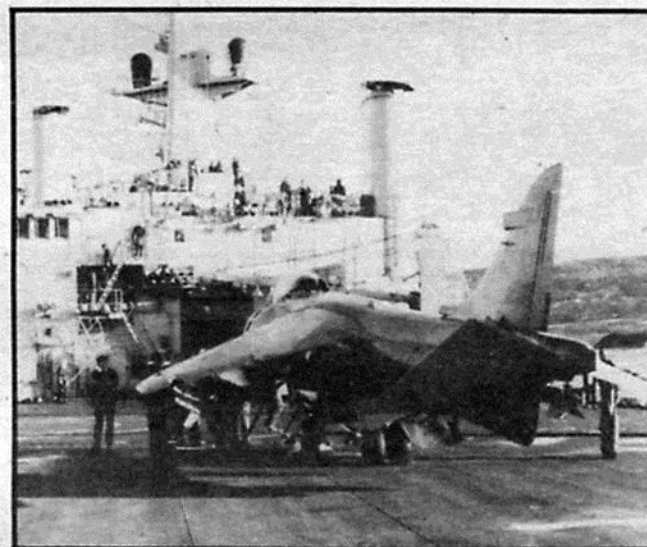
CURTAIN OF LEAD

"All this was in addition to carry battalion loads, armour and ammunition, vehicles and heavy equipment.

"Most important, we have contributed our share of the curtain of lead and missiles sent up to meet attacking aircraft. Every available weapon, including small arms and captured enemy guns, has been used and the ship can claim to have shot down — or contributed to the destruction of — a number of enemy aircraft."

The Fearless has also known of death in the mourning of her six dead from a sunk LCU.

Later duties have included being guard for the surrendered General Menendez and his senior officers, and helping towards restoration of normality to the islands.



A Sea Harrier lands on HMS Fearless to refuel — an evolution which the assault ships are well equipped to carry out. The capability was first demonstrated with a Harrier in 1975 in the Thames. This was off the Falklands, June 1982.

Picture: LA(Phot) Rick Toyer.

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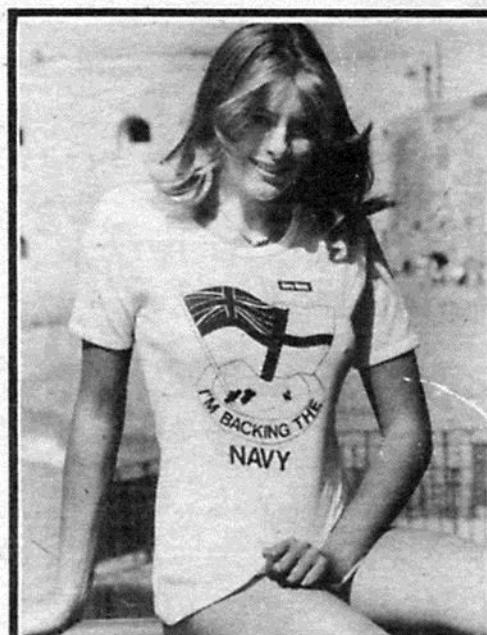
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JACK'S 'HOTEL'

IN THE FALKLANDS the assault ships Intrepid and Fearless have been proving worth their displacement in gold, says a message from HMS Intrepid.

This is not simply for their prime role as Commando and control ships for amphibious forces or the ability to land troops, vehicles and equipment by sea and air, but also in the less glamorous but vital continuing support task for the forces ashore.

Having landed troops for the main assault, the Intrepid's landing craft toiled regularly for 20 hours a day to supply, and then resupply, units ashore; to offload the flow of merchant stores ships arriving at the anchorage; and to be ordered at "no notice" for urgent tasks.

HOSPITALITY

These include carrying from Intrepid spare firefighting equipment to a frigate which had been hit in an air raid.

If there was a lull, the repair and maintenance teams set about getting the craft ready for service again.

With regular calls to accommodate up to 300 visitors at short notice, the "hotel" ser-

vices were kept on their toes, says the ship. This facility was important, allowing hard-pressed units (including helicopter crews operating from forward shore bases) to have a shower, hot food and a night's rest under cover.

"In all these circumstances the impromptu hospitality offered by Jack has been very evident — sailors have given up

their bunks and slept on the deck themselves, and clothing, towels and cigarettes have been offered."

The flight deck had been in use day and night as a "filling and service station."

The Intrepid clocked up its 1,000th deck landing in six weeks (not including the hundreds of helicopter visits to drop underslung loads).

Exeter's arrival

HMS EXETER says she was among the ships who sailed from home "in innocent anticipation of fun in the sun" to find the programme rudely interrupted! But a two-month deployment to the West Indies proved an excellent training ground for the impending conflict.

Belize saw the start of the "work-up" with a successful naval gunfire support firing, using Army spotting, along with air exercises involving Belize-based Harriers.

Rumours were already spreading that the Exeter was hellbent south and, feeling

somewhat guilty, her ship's company sailed on to another sun-scorched run ashore to be met by mildly surprised and amused hosts who had heard she had been sunk by the Argentine Navy at least twice!

Exeter arrived at about the time of the initial assault in San Carlos Water.

"Listening at safe HF radio range to the calm professionalism of ships' Ops Room Teams conducting the anti-air battle during those first raids was an unforgettable spur to her own team, which was to play its part later in fending off an Exocet attack and then in support of the ships in San Carlos."

BOMB ALLEY



Argonaut takes a pounding

HMS ARGONAUT'S task on D-Day was to bring in the gallant LSLs to the amphibious operating area.

Early on May 21, she reports, she slipped into the still waters of Falkland Sound and, as the amphibious shipping went into San Carlos anchorage, the escorts took up their protective stations, waiting for dawn and the expected air attacks.

During ten hours of daylight the Argonaut was attacked at least 15 times by an assortment of Aeromacchi 326, A4 Skyhawks and Mirage aircraft. The ship was at action stations throughout the day and snacks had to be taken between raids.

The ship says the captain's steward, POSTD Taff Hopkins, provided an accurate air raid

prediction service — every time he appeared with coffee a raid materialised out of thin air. But there was no truth in the rumour that the chefs' pot mess was so thin it could be eaten through the anti-flash hoods!

As the amphibious ships carried out their unloading unmolested, the Argonaut held her own against the planes until late in the evening when she had the undivided attention of six Skyhawks. Although one was downed and others discouraged, the ship was hit and damaged.

Two deaths have been reported from the Argonaut, which was due home as Navy News went to press.



HMS Invincible off the Falklands with Sea Harriers of 801 Squadron

Active by nature . . .

WHEN HMS Active sailed from Devonport last November, no one envisaged she would be still at sea taking part in distant operations the following June.

Except for a month's break in April she has been operating far from home on both sides of the African continent for seven months. Before being ordered to reinforce the Falklands Task Force, the Active was on Gulf patrol.

Since leaving the UK in November she has steamed the equivalent of twice round the world.

More 'Bomb Alley' pictures in pages 20 and 21

● Roll of Honour — page 35.

Versatile Invincible

HAVING BEEN in the Total Exclusion Zone since May 1, HMS Invincible has had the tasks of providing air defence cover, with 801 Squadron Sea Harriers, for operations in the build-up to regaining the islands, and of providing anti-submarine cover, with 820 Squadron Sea Kings, for the warships, RFA and merchant ships.

"The Sea Harriers have lived up to their excellent reputation, claiming a steadily increasing toll of Argentine planes without losing a single one of their number in air-to-air combat," reports the ship.

"Tragically two pilots were lost with their aircraft in what appears to have been a mid-air collision in very poor weather, and another aircraft was lost to

a surface-to-air missile, though the pilot was recovered by the versatile 820 Squadron after an eight-hour search and rescue mission close to an enemy coast.

"Apart from this feat and the achievement of an enviable record of serviceability, the success of the anti-submarine screen provided by the Sea Kings must be judged by the fact that there has not been a single submarine attack on any ship of the force."

SHUDDERING

The Sea Harrier pilots had been flying three times their normal allowance of hours and the Sea Kings flew enough miles in May to take the whole squadron round the world.

"The remainder of the ship's company have, as always, been supporting them in all manner of ways while living in a ship gently shaking and shuddering 24

hours a day as she continually turns to launch and recover aircraft, punctuated by the roar of returning Sea Harriers providing welcome evidence that, once again, they have returned safely."

Operating at comparatively long ranges from the Argentine air bases, the Invincible was not subject to the repeated bombing and strafing attacks which ships closer inshore had to suffer, but there were sufficient attempts to reach them with missiles "to keep everyone firmly on their toes and make damage control a very topical subject."

Although action stations was not the most comfortable routine to work, most had found ways of making their routine more comfortable. The many who stood by in damage control seemed to have acquired an extra pillow or blanket, together with books and games to pass the time. Some were studying for examinations.

Plymouth first in

HMS PLYMOUTH says that after her involvement with the recapture of South Georgia she joined up with the main amphibious group and then was the first warship to enter San Carlos water, covering the approach to the beaches of the first wave of landing craft.

"For a whole week, we spent our nights either on ASW patrol, or conducting naval gun-fire support to troops ashore. Our days were spent heavily involved in the AA defence of shipping in San Carlos water, and much of this time was spent repelling frequent, and often heavy, air attacks by Argentine A4s, Mirage and Pucara aircraft.

ARGONAUT

"We lay claim to two Mirage and one Pucara shot down, and several others damaged. More than once we were called to assist ships damaged in the action, and the most important assistance rendered was to HMS Argonaut after she had been hit."

The Plymouth provided her with electric power, fresh water and hot food.

Other tasks are described, including patrol work and bombardments carried out. Then, near San Carlos water, they were "bounced" by five Mirage aircraft.

Despite an attack which included ten 1,000lb. bombs, they emerged relatively unscathed, managing to "splash" two of the attacking aircraft, one by Seacat and one by 20mm fire.

More ships' reports in page 15

Bosun's Call . . .

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TWO PAGES FOR FAMILIES

Make yourselves at home

KIND OFFERS of accommodation have been made by many sympathetic people hoping to help Service families who became drawn into the Falklands Conflict.

An offer of free family accommodation from members of Paignton Hotels Association of Torbay has already been taken up by some of the HMS Sheffield survivors. At the time of writing, 60 rooms had been offered by association members and there were still some vacancies.

In each case the offer is of a family room for a week, with bed, breakfast and evening meal. It is open to survivors of the Sheffield, the first British warship lost in the conflict, and to the bereaved.

Riding

Anyone interested should contact Mr. Derek Cooke, Adelphi Hotel, Queens Road, Paignton, Devon. Telephone (0803) 558022.

Mrs. Eleanor Morgan, of Forge Mill Farm, Cilnollen, Three Crosses, Gower, near Swansea, is offering a holiday for six returning Task Force Service personnel for a week —

although not all necessarily in the same week.

The farm is a riding stables, with accommodation in a large country house, and some free riding will be included. Anyone interested should write to Mrs Morgan and, if there is a large response, she will probably hold a draw.

Admiration

Mrs. Sue Ankin and her husband, a serving POMEM(M), of Fareham, would like to offer accommodation for anyone wishing to meet husband or son returning to Portsmouth after Task Force duty (telephone Fareham 234500).

Mrs. Ankin, who was a member of the WRNR, adds: "May I take this opportunity of saying how much I admire all the families of the men who are with the Task Force."

Mr. and Mrs. B. Brawn have written from Northants to extend a welcome to a returning member of the Task Force at their home in a quiet village. Mr. Brawn is ex-RN and three of the couple's children are in the naval service. Their telephone number is Rushden 314674.

Mrs. Jeanette Prior, whose husband is a serving RN member, says she would be pleased to carry out hospital visiting in the Plymouth area for families unable to visit relatives in hospital there. Telephone number is Plymouth 48425.



Meanwhile three Stevenage mums with sons in the Task Force have been marshalling local shops in an effort to get some added comforts out to the Falklands.

Mrs. M. Riley, Mrs. M. Avis and Mrs. C. Hicks tell Navy News that the shops have passed on goods that the sailors and soldiers are likely to run out of.

To date they have sent 240 pairs of tights, 200 pens, packets of soap, 1,000 Cadbury's Creme eggs, packets of envelopes, writing pads, tapes, batteries, sweets, chocolates, 240 cans of Coke and 100 cans of beer.

"It's helped us too," they say.

"We feel we have brought a bit of home to our boys with these gifts."

Originally they collected £50 to buy "bits and pieces", but when the shops donated so many goods, the ladies passed on the cash to the South Atlantic Fund.

● Six woollen jumpers, with an elaborate pattern of ships and helicopters and worth £25 or more each, are the prizes in a draw being run by Sewing Machine Supplies, 131-133 Fratton Road, Portsmouth. Proceeds are for the South Atlantic Fund and the draw takes place in the autumn.

SOMEONE TO TRUST

THE RN and RM Children's Trust is among those organisations which offer help to bereaved Service families.

The Trust aims to help with fees to provide education, particularly for orphan children,

normally at a boarding school appropriate to the child's ability. The children must be of fathers who have not held rank higher than Fleet Chief or equivalent.

Further details may be obtained from the Captain of HMS Pembroke.

ISLAND PATROL

KEEP OFF the islands? Not the islands which have been on everyone's minds over recent months...

This was one of the happy scenes when 91 children and 41 wives of Task Force members from the Rowner Estate at Gosport were given a mystery tour which proved a "Hi-de-Hi" day at Butlin's Bognor Regis holiday centre.

It was also announced that Butlin's had offered free holidays to Task Force families in five self-catering chalets at Bognor every week for the rest of the 1982 season.

At Bognor the guests enjoyed donkey rides, boating and swimming and all the fun of the fair, and there was a tea party.

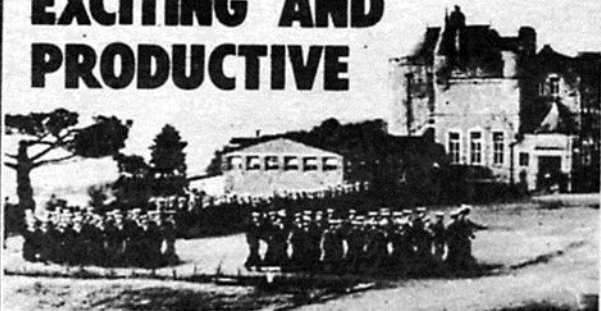
Said the Rev. Rowland Webb, from Gosport: "It was a marvellous day out giving wives who would normally have stayed at home, waiting anxiously for news bulletins of events in the South Atlantic a few hours of light relief, and the children the time of their lives."

Pictured in "HMS Hermes" are three of the young guests, together with Redcoats Heather Fraser and Debbie Adamson.

CONTACTS

NUMBERS for the families support group in the Kilmarnock area are: (0563) 35777 or 25626 daytime; (0563) 27911 after 5pm.

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Many boys proceed to the Services or Merchant Navy although the development of character and self-reliance is equally suited to civilian life. One year at the school qualifies for remission of six months sea service for M.N. certificates. Application should be made as soon as possible for boys of good health and character for entry at 13, 14, or 15 years.



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RADIO CAMELOT, the Yeovil Hospital radio station, offered their facilities to make a half-hour programme for men of naval air squadrons serving in the Task Force.

Two of the first families to take up the offer are pictured making their recordings in the Education Centre at RN air station Yeovilton.

Mrs. Hilda Connolly went along to record a

message, together with daughters Clare and Emma, for PO Adrian Connolly, of 801 Squadron (in HMS Invincible).

There, too, were Mrs. Jan Quinn and son Darren, daughter Natalie and sister-in-law Helen Buyze recording messages for PO Jimmy Quinn, also of 801 Squadron.

Supervising the recording is Third Officer Theresa Kitchen.

Link-up plea by US wife

AN APPEAL for contact with naval wives who come from across the Atlantic is made by an American wife living in Portsmouth.

"I came to Portsmouth in 1977 after meeting my husband during the American Bicentennial celebrations," she writes. "I'm sure there are other American wives living in this area and I hope that we could get together, especially during this stressful and lonely time."

DISTRESSING

"Our English counterparts are lucky in many cases to have their own families close by, but when you are separated by 7,000 miles the isolation is sometimes distressing."

Anyone who would like to make contact should write to Navy News at HMS Nelson enclosing a letter which we would be pleased to pass on to the correspondent.



EXCELLENT HORSEPLAY

A RIDE in HMS Excellent's wagonette, pulled by Capt. Bill, proved a great attraction for Task Force wives and relatives. Excellent, the Link establishment for several Task Force ships, organised a special day for the families. While adults enjoyed a seat in the sun and the chance to chat, the children were kept entertained by activities which included a Punch and Judy show, games, film shows and a well-equipped creche.

Falklands Task Force



Toasts of the town

BRISTOL turned on the hospitality for families of its adopted warship HMS Bristol when they visited the city.

There were trips to the zoo and the ss Great Britain, and video filming with daughters in their party dresses and sons in Bristol T-shirts.

Some of the 200 family members who made the trip were seeing the city for the first time and it was also the first time that some had met. Traders, pub customers and businesses paid for the trip.

VIDEO

The video film of a happy and much-appreciated day was being edited and sent out to the ship as quickly as possible.

In the picture, by courtesy of Bristol United Press, Wren Chris Rennolds and some of the children take part in the filming at Bristol Zoo. Chris was one of a number of WRNR members from HMS Flying Fox at Bristol who helped with the children.



They're the 826 Superstars: mums and children of 826 Squadron enjoy a family fun afternoon at Culdrose while the men are away in the South Atlantic. From the left, Mrs. Cathy Bishop and son David, Mrs. Ann Raynor and Mrs. Anne Phillips with twins Louise and Katherine Phillips.



In view of Guzz

Putting them in the picture: Families of Task Force men are invited to the Royal Fleet Club, Devonport, by TSW cameraman Peter (Robbie) Roberts, who made a "Hello from home" film to send to the South Atlantic. Some of those who took part are seen here, with Robbie taking the pictures.

Navy News

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Staff at the Families Information Centre at HMS Drake, Plymouth, pictured during the Falklands Conflict by LA(Phot) Paul Good.



EARL MOUNTBATTEN COMMEMORATIVE TANKARD

In tribute to the late Admiral of the Fleet, the Earl Mountbatten of Burma, Dragonfly Design in association with THE FLEET AIR ARM MUSEUM announce a fine commemorative tankard.

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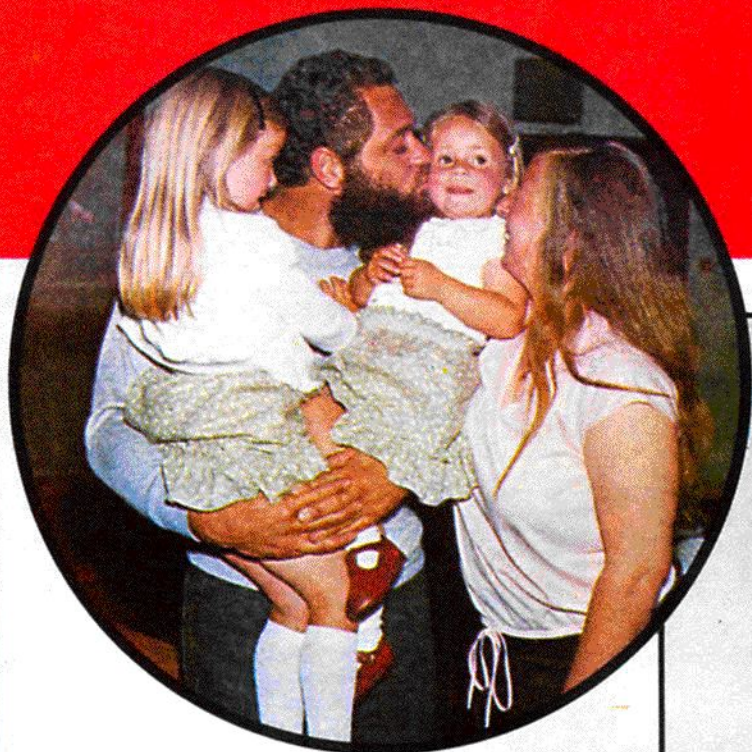
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GOOD TO



ABOVE: A "good-to-see-you" kiss for daughter Katrina from PO(S) Dave Brotherwood, a Sheffield survivor, as wife Linda and daughter Karen look on in delight.

RIGHT: Well-deserved moment of relaxation for survivors of HMS Coventry as the QE2 steams for Southampton — and home.

Photographers: CPO(Phot) Sam Chant; CPO(Phot) Roger Smart; PO(Phot) Bob Dales and PR Course, RN School of Applied Photography; LWren(Phot) Caroline Williams; LA(Phot) Dave Cutler; LA(Phot) Stuart Antrobus.



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Crowds await the QE2's arrival at Southampton

ESK-RIT DE CORPS

THE CREW of BP Shipping's mv British Esk made room in limited accommodation for HMS Sheffield survivors to carry them back to Ascension Island on their way home to the UK. From there they flew on to RAF Brize Norton.

In all, 311 people travelled in the British Esk on the 15-day passage, including 262 from the Sheffield. The vessel's normal accommodation is for 30-40 and her action in carrying the Sheffield survivors, together with a number of other personnel, has been described by the Commander-in-Chief Fleet (Admiral Sir John Fieldhouse) as an act of great self-sacrifice.

Now the master of the British Esk (Capt G. Barber) has written to Navy News asking us to convey the ship's

appreciation of the many letters of thanks received from their friends in the Sheffield's ship's company. He also thanks the Sheffield men and their families who visited his ship when she was in the UK before heading back south.

TRIBUTE

Particularly appreciated, says Capt Barber, was the invitation to members of the former British Esk ship's company still with the ship, and their wives, to dine in the wardroom of HMS Nelson.

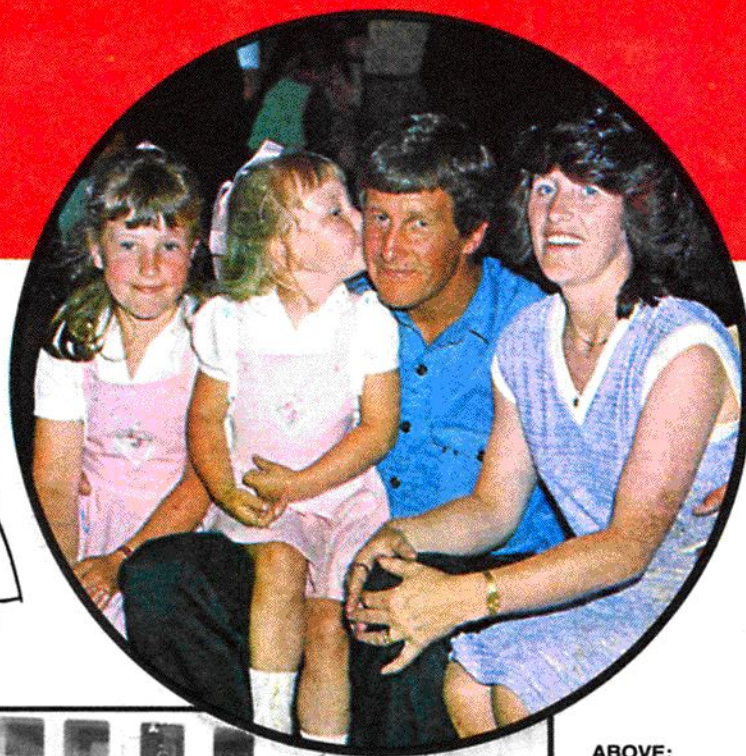
Paying tribute to the Sheffield men, he says, "You have to live with people to get to know them, and for 15 days we lived very closely."

SEE YOU!

PRIDE, joy, exultation, relief ... these words and many more would convey the emotions of the homecomings pictured on these pages.

More than 260 survivors from HMS Sheffield flew in to RAF Brize Norton on May 27 and on June 7 the Oxfordshire air station played host to 134 from the Royal and Merchant Navies, the Army and the RAF who had lived through the Exocet attack on the Atlantic Conveyor on May 25.

Then on June 12 Southampton staged a spectacular welcome for the QE2, whose passengers included 629 sailors from HM ships Antelope, Ardent and Coventry.

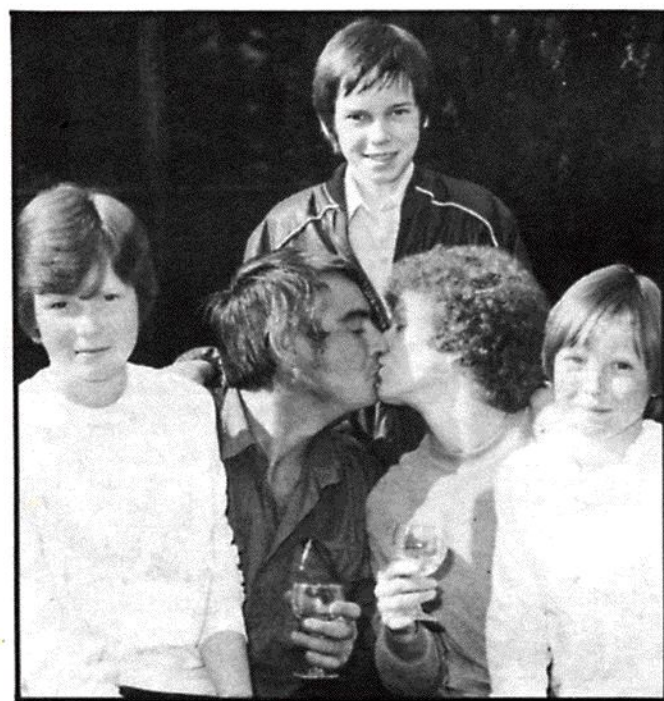


ABOVE: CAEM(L) Neal, who transferred from RFA Fort Austin to the Atlantic Conveyor ten days before she was hit, back in England with wife Moira and daughters Amanda and Clare.

See also page 22



On board the QE2, a last ship's company group photo for survivors of HMS Ardent.



LEFT: The Royal Marines Band of Commander-in-Chief Naval Home Command plays on the quay as the QE2, loaded with survivors, approaches her berth at Southampton.

Off the Isle of Wight, the Queen Mother had waved a welcome from HMY Britannia as the QE2 passed the Royal Yacht. Survivors on board the liner responded with three cheers.

As an armada of small craft flocked around the liner and aircraft buzzed overhead, messages of welcome and thanks were signalled from the Queen Mother to the returning men and women.

HMS Londonderry had fired a salute as the QE2 passed the Dorset coast.

FAR LEFT: A toast to togetherness by MEA(H)1 Derek White, of HMS Sheffield, wife and family at Brize Norton.



LANDFALL: The Sheffield survivors land from BP tanker mv British Esk at Ascension by "Rhino" barge.



Lieut.-Cdr. Mike Norman, the Sheffield's first lieutenant, is reunited with his wife, son and daughter at Brize Norton.

GET WISE ON DCI's

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

NI motor insurance reduction

WHILE the troubles in Northern Ireland continue, Service personnel may be refunded the additional cost of motor insurance where this is directly attributable to their service there.

Refunds will only be made on policies held in the name of individual officers or ratings, and not on policies held in the name of dependants.

There is, however, a slight snag.

Says the official statement, "Reimbursements of additional motor insurance premiums are taxable emoluments of the recipient's employment. Therefore, reimbursements will be issued with pay to allow for the deduction of tax / ERNIC at source."

DCI (RN) J259.

☆ Essay 'tie'

MEA App S. Eaglestone and LPT E. A. Jones shared the top award in the 1981 essay competition for the Lieut.-Cdr. Hooper Prize, for which there were 30 entries of high standard.

Third prize went to MEA App D. Loney, and the adjudicator also specially commended the work of Wren AEM(M) J. E. Allen and Wren WTR(G) S. M. McLaughlin.

DCI (RN) 225



In short . . .

THE Lieutenant's Greenwich Course is being reduced from 12 weeks to eight weeks, with scheduling of the course to be tied to that of the PWO technical and PWO courses, thus increasing the frequency of the LGC from three courses a year to 11 every two years.

The aim of the course is to be changed to reflect its reduced length and the consequent shift of emphasis towards instruction in basic staff skills rather than the present balance which lies in favour of general mind-broadening education.

Officers of all lists will continue to be offered the LGC as junior lieutenants, but every effort will be made to increase the rate of attendance made possible by a shorter and more frequent course.

The first new style course will be in September.

DCI (RN) 228.

QARNNS: The rigs for men

FOLLOWING the introduction of a unified nursing service within the Queen Alexandra's Royal Naval Nursing Service, an official statement now gives the main features of the uniforms intended for male officers and ratings.

In general, the uniform styles and garments worn by RN officers and ratings are to be adopted. Male ratings are to wear RN Class I and III uniforms.

DCI (RN) 240

☆ Coach-share

IN AREAS where more than one Service is located, informal collaboration is being urged between Service transport operators to ensure the maximum use of coaches before recourse to hiring.

DCI (RN) J 233

☆ New suitcases

SAILORS are to get a new kind of Service suitcase, made from materials and components of the same specification as those in the Army pattern, and in the same light oatmeal colour.

It incorporates stronger corner pieces of blocked fibre, a rounded leather handle and improved rot-proof and water-repellent outer fabric.

DCI (RN) 182

IT ALL DEPENDS ON DEFINITION

"SWEETHEARTS and wives," in bygone years, were often regarded as something of a complication in a nautical community, but personal relationships today need even more attention to definition, especially when money is concerned.

The dependants' funds set up for officers and ratings recognise as a dependant a widow or widower of a subscriber, or his or her dependant child or children (including illegitimate children and adopted children).

They also recognise a person nominated by the subscriber, related by blood or marriage or otherwise having been supported by the subscriber in his or her lifetime.

Nominations such as "friend" or "fiancee" are not permissible, unless the nominated beneficiary is (a) the official next of kin of the subscriber, or (b) in receipt of financial support from the subscriber.

If a subscriber nominates as a dependant a person to whom neither (a) nor (b) above applies, the application for membership form is to indicate the relationship as either "official next of kin" or "financial dependent." Relationships defined as "friend" or "fiancee" are not permissible. (Announcement dated April 30, 1982)

☆ Exped. switch

THE Joint Services Sub Aqua Diving Expedition which was to have visited the Andaman Islands will now go to Sumatra. Naval members of the team are Cdr. M. R. Marks, Surg.-Lieut. S. S. Ridout, LA(Phot) D. J. Houghton and Lieut. C. C. Weaver.

DCI (RN) J 250

☆ Laser beams

THE 1982 Services Single-handed Sailing Championships are to be hosted by Netley Sailing Club (Army Sailing Association) on October 2 and 3.

Incorporated in the events are the RN Single-handed Championship and the Service Ladies' Single-handed Championship. Laser dinghies will be used.

Netley Sailing Club (ASA) is situated on Southampton Water in the grounds of the Royal Victoria Country Park. Camping but not caravanning is permitted.

DCI (RN) J 234

FOLLOWING a revision of stores overhead rates, the issuing prices of items in the officers' clothing range have been amended.

DCI (RN) 229

WRITE APPROACH

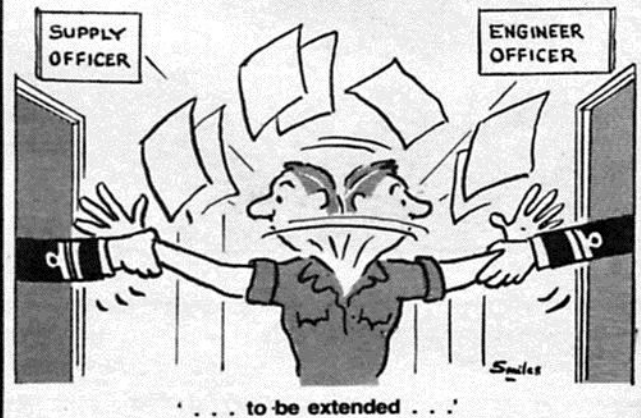
THE arrangements by which technical office writer billets in Type 21 frigates are complemented for writing ratings, replacing marine and weapon engineering ratings, is to be extended progressively over the next few years to all ships of frigate size and above, and to certain billets ashore.

Where appropriate, a com-

bined technical office writer will be complemented embracing both marine and weapon engineering tasks.

The technical office writer, when a rating, will be accountable to the engineer officers on board, but the supply officer will have functional authority for professional matters.

DCI (RN) 237



Remittance system abolished

THE REMITTANCE system in the Royal Navy and Royal Marines was abolished as from June 1, 1982.

Since the introduction and extension of bank payment to all ratings the need to retain the remittance system is no longer valid (says the official announcement).

Experience over the past 12 months has shown that few individuals use the facility, and the system became virtually redundant.

It is explained that the alternative facilities of cheque purchase and, in urgent cases, signalled arrangements followed by supply officer-to-supply officer adjustment, will provide as good a service to the customer as the remittance system, while reducing administrative effort and overheads now needed to maintain a little-used facility.

DCI (RN) 236

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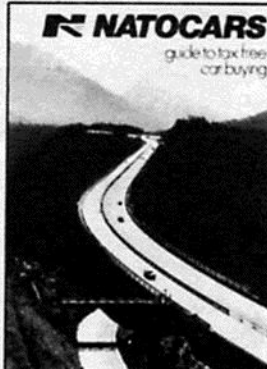


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SPEARHEAD



Arrow at forefront

AS BEFITS her name, HMS Arrow was at the forefront of Task Group operations from her arrival in the Spearhead group in late April.

She was involved in the first naval bombardment during the operation to recapture Goose Green and Darwin with 2 Para.

For several hours she placed herself alongside HMS Sheffield, fighting to save the stricken ship with everything from manpower to firemain, eventually rescuing 220 survivors.

These were clothed with the personal belongings of the Arrow ship's company, and the frigate's galley provided 1,200 meals in 12 hours as numbers on board swelled to over 400.

MAGNIFICENT

Paying tribute to his men and those of the Sheffield, Cdr. Paul Bootherstone said, "That tragic afternoon is commonly felt to have been the shortest seven hours of our lives, it passed so quickly."

"The over-riding impression left upon everyone was the magnificent behaviour of the Sheffield's men which has sustained the Arrow through the actions of subsequent weeks."

"The conduct and professionalism of our men have been in the very highest traditions of our Service. Their country and their families can feel immensely proud of them."

Avenger's speed

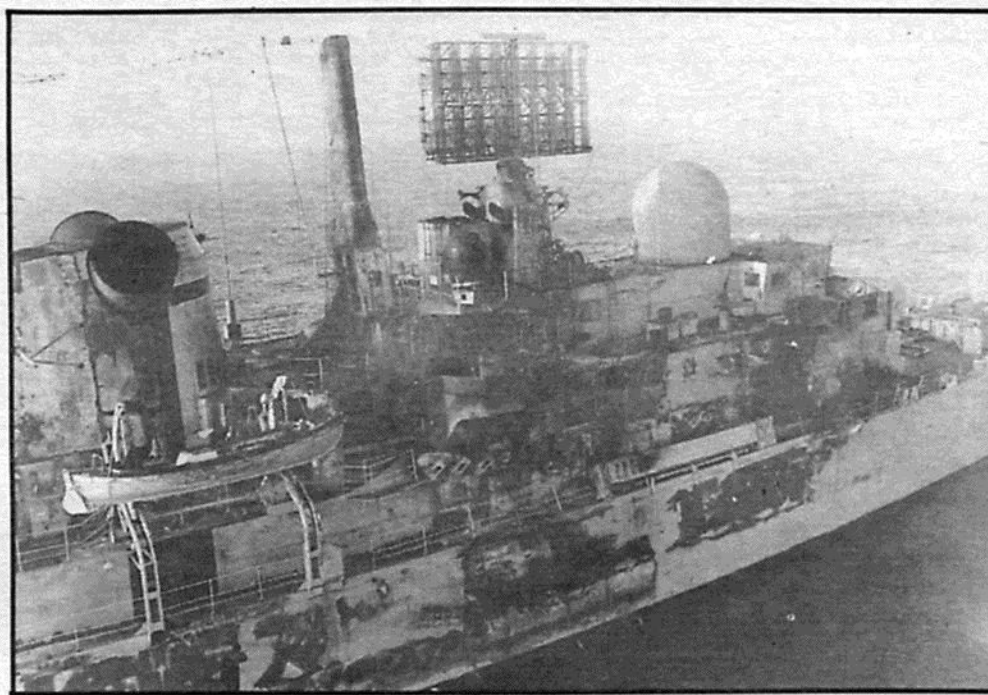
HMS AVENGER is claiming the "Blue Riband" for the fastest UK to Falkland run. "We left UK at midday on May 10, arriving just before midnight on May 25, having outpaced the Bristol group in which she sailed by 15 hours approximately," says a message.

"Time included a short stop at Ascension and collecting two para. air drops. Queen Elizabeth 2 covered much the same distance in far less time — but she went to South Georgia."

The frigate says that the pre-positioning of tankers helped the fast passage.

She adds a sequel to the loss of a sister ship. "Antelope's Avenger is the name which has been given to a 20mm Oerlikon gun raised from the wreck of HMS Antelope by Portsmouth Clearance diving team," she says.

Despite fire and corrosion damage, the gun was repaired by the Avenger's crew and mounted in the Avenger, ready for action in San Carlos Water within 24 hours.



Cardiff trio wed

AFTER a break in Mombasa following Gulf patrol, HMS Cardiff went to Gibraltar before sailing for the South Atlantic.

Five days of hectic preparations at Gib. included storing, ammunitioning, exercising and painting. About 30 wives and girlfriends flew out, and three members of the ship's company were married there.

Off West Africa the Cardiff joined a group heading south and she arrived in the Falklands area in late May, 12,007 miles and 36 days after leaving Mombasa.

Friendly Tamar

THE NAVAL party on board mv British Tamar say they are a canteen boat and have RAF and RFA detachments. "We have been involved in the Falklands operations now for ten weeks. In that time we have carried out numerous RAS(L)s, including a record-breaking non-stop 54 hours with RFA Pearlleaf."

"The naval, RAF and merchant affiliation is now well and truly established whereby a RAS has become a routine team event."

"Once we leave our present 26,000-tonne home we will not forget the friendliness and hospitality shown to us by all members of the British Tamar."



A Wessex of 845 Naval Air Squadron lifting stores from mv Elk to other vessels of the Task Force.
Picture: PO(Phot) Pete Holdgate

Bovine Broadsword!

HMS BROADSWORD reports that Mrs. Jenny Combe, of Roundway Hill Farm, Devizes, sister-in-law of 2nd Frigate Squadron MEO Cdr. Graham Tyson, of the Broadsword, is eagerly awaiting more Type 22 names.

The first four of her pedigree Herefords are already called Broadsword, Battleaxe, Brilliant and Brazen, with Boxer and Beaver more than a twinkle in some bull's eye.

The ship says that Sea Wolf has shown its true colours as a close-range AA guided weapon system and all in Broadsword slept more comfortably knowing it was on board.

However, there is special mention of the ship's upper deck small arms battery, a mixed crew of sailors and marines who raised a

barrage of bullets at anything remotely in range, and they were claiming two enemy fighters shot down and two winged.

Seaman Operator Doug "Oscar" Whild (21), of Marcham, Oxfordshire, had a nasty shock when the Broadsword was turned back from what looked like being an enjoyable sunny Middle East deployment in April to head for the South Atlantic. He was a "makee learner" RP who joined for first sea experience before completing basic training in HMS Dryad.

But he acquitted himself with honour and as a Sea Wolf pedestal sight operator was responsible for shooting down a Mirage despite having had a lucky escape when shrapnel ripped his clothing.

● See picture in Page 23.

Brilliant hot-shot

HMS BRILLIANT tells of the vital contribution made by her two Lynx helicopters in the recapture of South Georgia.

The commanding officer (Capt. J. F. Coward) and a boarding party moved the Argentine submarine Santa Fe after the surrender, and the diving officer (Lieut. C. J. Sherman) immobilised the boat.

Later the Brilliant conducted inshore operations before the Falklands D-Day. She shot down two of four aircraft which attacked her, and a third crashed into the sea.

FIRST SEA WOLF

The Brilliant reports that she was first ship to use Seawolf operationally.

She also became involved in rescue work, picking up nine survivors at night from a ditched helicopter, and 25 survivors from the Atlantic Conveyor.

Several times after the re-invasion she took part in escort duties. In aircraft attacks she was slightly damaged by cannon fire, but all bombs missed.

May 15 saw the ship's first birthday, and a special cake was baked by 16-year-old Junior Assistant Cook John Batterby, the youngest rating on board.

HMS Sheffield lies abandoned and smouldering after the devastating attack by an Exocet missile on May 4. For several hours HMS Arrow placed herself alongside the stricken ship, fighting the fire and rescuing survivors. The Sheffield eventually sank under tow on May 10.

Picture: Martin Cleaver, PA.

● More ships' reports in page 35

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Glamorgan mourns her dead

MEN who died when the destroyer HMS Glamorgan was hit by a shore-based Exocet missile were buried at sea off the Falkland Islands. Ten are known to have died, and three are missing presumed dead.

However, the damage — sustained days before the Argentine surrender — was contained and the 6,200-ton vessel remained operational.

All the lightly injured recovered sufficiently to return to the ship and only one man remained seriously ill.

The ship has sent the following message to Navy News and to the families:

"We have lost 13 friends; to you at home they were husbands, sons or brothers. We paid our final respects to them all when we buried them at sea in a moving service which, in the evening light, was so peaceful and calm that it belonged to a different world to the strife that had gone before."

"We are thankful for our survival and our thoughts are with the bereaved for whom we hope that everything possible is being done . . . We are the lucky ones

who can send our love to you and we are thinking of those who have lost so much."

Welsh Guards

With the help of a "magnificent" repair team and a few calm days, the Glamorgan restored her capabilities as far as conditions permitted. However, the weather soon turned round with a vengeance and the ship experienced the roughest seas since she re-commissioned more than a year ago.

After the Argentine surrender, the

Glamorgan was able to complete repairs in the shelter of one of the natural harbours in the islands. While there they did what they could to make life a little more pleasant for men of the Welsh Guards, with whom the ship's links had been strengthened by shared sorrow.

The roll of honour in the Glamorgan:

Michael Adcock (34), POAEM(E), Fortuneswell, Dorset.
Brian Easton (24), CK, Portsmouth.
David Lee (35), ACAEM, Leeds.
Kelvin McCullum (25), AEA(M)2, Portland.

Brian Malcolm (22), CK, Gosport.
Mark Sambles (29), LCK, Portsmouth.
Anthony Sillence (26), LCK, Doncaster.

John Stroud (20), STD, Gosport.
David Tinker (25), Lieut., Rochester.
Colin Vickers (33), POACMN, Wyke Regis, Dorset.

Missing, presumed dead are:
Mark Henderson (20), AEM(M)1, Glasgow.
Brian Hinge (24), AEM(R)1, Bristol.
Terence Perkins (19), MEM(M)2, Cardiff.

Courage cuts through the blackest day



SMOKE billows from the stricken RFA Sir Galahad on the day the Task Force suffered its greatest loss of life.

In Bluff Cove, a narrow estuary near Fitzroy Settlement, 50 men died when Argentine aircraft caught the Sir Galahad and the Sir Tristram disembarking Welsh Guardsmen and their equipment. Fifty-seven were injured.

In the agonising hours that followed, great gallantry was shown by Royal Navy Sea King

and Wessex crews who, as these pictures by Martin Cleaver show, hovered in the smoke and braved further explosions to pluck survivors from the two logistic supply ships.

Hardest hit was the Galahad, 48 men dying in her when two bombs struck her aft. Two RFA crewmen died in her sister-ship, which had almost completed off-loading.

The casualties would have been greater had it not been for the courageous rescue operations by the Navy's helicopters which returned time and again to winch men from the sea and from the blazing vessel.

Sussex.

Robert Griffin (22), Mne, Sheffield.

Brian Johnston (34), C/Sgt, Exmouth, Devon.

Ronald Rotherham (34), Sgt, Cerne Abbas, Dorset.

Anthony Rundle (26), Mne, Cheadle, Cheshire.

Service

On June 23 a memorial service was held on the deck of Sir Tristram within sight of the still-burning hulk of Galahad. Later the Sir Galahad was towed out and sunk.

Most of the men who died in the attack on the Galahad were Welsh Guardsmen or members of supporting units. The RFA

roll of honour in the Sir Galahad was:

Christopher Hailwood (26), Third Engineer Officer, Farnborough.

Paul Henry (34), Second Engineer Officer, Berwick-upon-Tweed.

Leung Chau Dis (61), electrical fitter, Hong Kong.

Andrew Morris (25), Third Engineer Officer, Poole, Dorset.

Sung Yuk Fai Dis (51), butcher, Hong Kong.

RFA roll of honour in the Sir Tristram was:

Yu Sik Chee (60), bosun, Hong Kong.

Yung Shui Kam (43), sailor, Hong Kong.

Landing craft

Flying through smoke and ignoring ammunition explosions, they ferried survivors to safety or drove the liferafts away from the inferno in the down-draught of their rotor blades.

The loss of 50 men in Fitzroy Bay, together with the death of six more in a landing craft which came under air attack, made June 8 Britain's blackest day in the Falklands campaign.

Two ratings and four Marines were lost in the LCU from HMS Fearless. Roll of honour from that action was:

Alexander James (32), MEA(P), Bishop's Waltham, Hants.

David Miller (22), ALMEM(M), Pagham, W.



An attacking Argentine Mirage flies low over one of the Task Force's logistic supply ships as she unloads in San Carlos Bay. The Sir Galahad was damaged by a bomb at San Carlos, but worse was to come in Fitzroy Bay . . .

Picture: PO(Phot) Pete Holdgate.

'Incredible calm' of Conveyor men

ATLANTIC CONVEYOR was hit by one, possibly two, Exocet missiles just before dusk on May 25 as she closed on the British beachhead at San Carlos, East Falkland. It quickly became obvious that the 14,950-ton container ship would have to be abandoned, and the evacuation was completed in about 15 minutes.

Shortly before the red alert warning of imminent attack flashed to Atlantic Conveyor's bridge, a Royal Navy team had launched a Wessex helicopter from the bow. These men were cut off from the rest of the ship by the heat and smoke, but were picked off the deck by a Wessex and a Sea King.

Twelve men died, or are missing presumed dead, in the attack, including the ship's master, Capt. Ian North. Three of those lost were Royal Navy personnel, and three were from the RFA, with six from Cunard.

An escort frigate closed bravely on the crippled and burning ship to play water on her steaming sides. Lines were thrown to the liferafts in the water, and the last survivors were picked up about two and a half hours after leaving the Conveyor.

Capt. Michael Layard, RN, who was in tactical command of the ship, told a press conference on

his return to RAF Brize Norton that he believed two Exocet missiles had struck the ship close together on the port quarter. He paid tribute to the "incredible calm" of the survivors in making their escape.

The Atlantic Conveyor, requisitioned from the Cunard Steamship Co. as a supply vessel, had already delivered vital Harrier reinforcements to the Task Force.

When she was hit she was making her way towards the San Carlos bridgehead laden with supplies. Her cargo included 4,500 tents.

Roll of honour

The RN and RFA roll of honour in the Atlantic Conveyor:

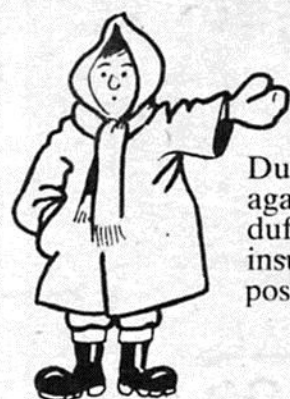
Royal Navy—
Adrian J. Anslow (20), AEM(R)1, Tattenhall, Wolverhampton.

Edmund E. Flanagan (35), CPOWTR, Gillingham, Kent.

Donald L. Pryce (26), LAEM(L), Gosport.

Royal Fleet Auxiliary—
Ronald Hoole (37), Chief Radio Officer, Matlock, Derbyshire.

Ng Po, Hong Kong.
Chan Chi Shing, Hong Kong.



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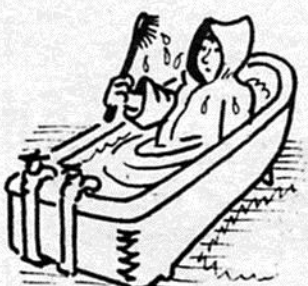
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Ship that made the headlines

HMS COVENTRY'S four-year career was remarkably full. She became well known around the world — from Birkenhead to Shanghai, from Mombasa to Wilhelmshaven; she was among the first Royal Navy warships to visit China for more than 30 years and, with HMS Alacrity, was the first on Gulf Patrol.

The Coventry, laid down in 1973, was launched at the Birkenhead yard of Cammell Laird on June 21, 1974. She was sent down the slipway by Lady Lewin, wife of the then Commander-in-Chief Fleet, Admiral Sir Terence Lewin (now Admiral of the Fleet and Chief of the Defence Staff).

On November 10, 1978 the Coventry became the fourth Type 42 destroyer to commission.

China visit

During her subsequent career HMS Coventry was frequently in the headlines. In November 1979 she took part in the search for the crew of the coaster Poole Fisher, which sank off the Isle of Wight in heavy seas.

That year, too, she was visited in Portsmouth by a high-ranking military delegation from China — an event which proved to be a prelude to a remarkable deployment just over ten months later.

On May 19, 1980, nine warships left for a deployment to the Far East. The Coventry was among them and, in the following August, was one of the first Royal Navy ships to visit China since the Communist take-over.

Besides her historic call at Shanghai, the destroyer also stopped at Hong Kong, Tokio, Karachi and Mombasa.

Her homecoming was delayed when the Iraq-Iran war broke out and she was diverted, with the Alacrity, to undertake the first Gulf patrol.

Escort duty

Last year the Coventry was the British member of the Standing Naval Force Atlantic, taking part as a convoy escort in the huge NATO Exercise Ocean Safari. She visited Lisbon and then headed north for Wilhelmshaven — and more exercises in the North Sea.

In March, as the Argentines prepared to invade the Falklands, she was involved in Exercise Springtrain and, with her ill-fated sister-ship HMS Sheffield, was soon ordered south...

The bombing and loss of the Coventry on May 25 came as a blow to the whole nation, but particularly to the Portsmouth area and to the Midlands city whose name she bore. The destroyer's ties with Coventry were close and enduring. On board she carried a cross of nails from Coventry Cathedral and a silver statuette of Lady Godiva, the latter presented to celebrate the ship gaining the freedom of the city in April, 1979.

She was toured by successive Lord Mayors of Coventry — the last such visit taking place earlier this year.

Charity work

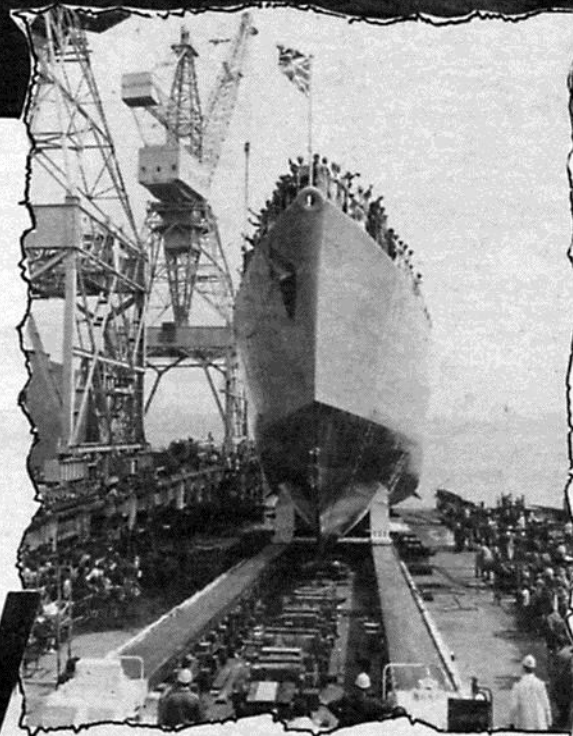
Even before her completion her ship's company had raised more than £1,000 to buy a second-hand RN bus for the city's social services department; later her men were leading lights in raising tens of thousands of pounds to buy and refurbish a canal boat for the city's handicapped children.



Falklands Task Force



Heroes of the Coventry



THE GALLANT fighting end for HMS Coventry came after nearly a month in the Falklands battle area under constant threat. But not before she had accounted for seven fighter-bombers, a troop-carrying helicopter and a patrol craft.

Said her commanding officer, Capt. David Hart-Dyke, as he and other survivors neared home in the Queen Elizabeth 2, "To me the ship's company will always be my heroes. I know each one of them and I shall never forget them. They did much more than their best continuously for the last two months of the ship's life."

During the time they were in the battle zone and under threat they remained alert, calm, cheerful and utterly devoted to the ship and each other. When the ship was hit and turned over their bravery was remarkable.

Tragically, 19 men lost their lives and 25 were injured.

In this final attack two aircraft came in very low and the Coventry was strafed by cannon fire and hit by three bombs. She took a heavy list to port of 50 degrees within five minutes and capsized about 15 minutes later.

The abandoning of the ship was orderly and well-disciplined as 275 survivors, including the injured, jumped into the freezing sea and swam to the life rafts.

The survivors

Arrival of boats from HMS Broadsword and helicopters from the Falkland Sound resulted in the recovery of the survivors in the water and the life rafts within 90 minutes. Some of the injured were taken to the hospital ship Uganda.

As a parting tribute to the part played by the Broadsword, the Coventry survivors let out three resounding cheers for the rescuers which, it is reported, shattered the still blackness of the bridgehead in the Sound (known as Bomb Alley). This occurred as RM landing craft bore them away to RFA Fort Austin.

Survivors then went to RFA Stromness before

transfer to the QE2, and 255 of them came home in style in the liner with survivors from other ships.

In the QE2, as she neared Southampton, Capt. Hart-Dyke, still showing the marks of flash burns (his protective gear was blown off), paid great tribute to his men.

Side blown out

When the three bombs went in and exploded a large part of the side of the ship was blown out and fires started, he said.

The ship was clearly about to roll over, but there was calm and discipline, with men putting life rafts in the water and helping each other put on survival suits.

With the ship's list of 50 to 60 degrees, Capt. Hart-Dyke walked down the side to the water. His life raft became trapped under the ship and was punctured.

"A lot of men saved a lot of people by being very brave that day," he said.

Broadsword tribute

Capt. Hart Dyke paid tribute to the Broadsword for her help while still heavily engaged. He also expressed thanks for the tremendous support received from home.

For those who did not return there was this touching tribute, "We will never forget our lost friends who also contributed so much to the battle."

Flashback to the beginning. H.M.S. Coventry, launched by Lady Lewin, slides gracefully into the River Mersey on June 21, 1974, from the Birkenhead yard of Cammell Laird.

ROLL OF HONOUR

THE 19 names on the roll of honour of HMS Coventry ship's company members who died on active service are:

- Frank Armes (21). MEM(M). Norwich.
- John Caddy (34). ACWEA. Eastleigh.
- Paul Callus (24). MEA(M)1. Emsworth.
- Stephen Dawson (23). APOCA. Scunthorpe.
- John Dobson (20). AWEM(R)1. Exeter.
- Michael Fowler (36). PO(S). Southsea.
- Ian Hall (22). WEM(O). Cowley.
- Rodney Heath (34). Lieut. Gosport.
- David Ozbirn (33). AWEMN1. Bishop's Waltham.
- Glen Robinson-Moltke (37). Lieut.-Cdr. Petersfield.
- Bernard Still (26). LRO. Co. Laoise, Eire.
- Geoffrey Stockwell (25). MEA2. Herne Bay.
- David Strickland (29). AWEA1. Harrow.
- Adrian Sunderland (18). AB(EW). Sherborne.
- Stephen Tonkin (20). MEM(M)2. Sheffield.
- Ian Turnbull (17). ACK. Hartlepool.
- Philip White (26). AWEA2. Pangbourne.
- Ian Williams (21). WEA App. South Wirral.
- Kyo Ben Kwo Shaukiwan, Hong Kong.

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SYMBOL SWEATERS

SEA DART'S DOUBLE KILL

AS AN AIR defence picket, the Coventry had been one of the first ships to enter the total exclusion zone around the Falklands. Soon she was bombarding Port Stanley with her 4.5 inch gun and her Sea Dart system was in action.

Two aircraft were brought down when a Sea Dart missile

from the ship exploded close to them, causing both to crash.

The Coventry controlled a Harrier combat air patrol to attack the Argentinian spy ship Narwhal, and later the Coventry's Lynx, armed with a Sea Skua, destroyed an Argentinian patrol boat — the first time Sea Skua had been used in action.

In the last week of her life the Coventry operated with the Broadsword co-ordinating overall air defence of the amphibious fleet and landing force in the Falkland Sound.

Like the Second World War cruiser Coventry, she went down fighting.

DEFIANT TO THE

HOW HMS Antelope's life ended in San Carlos Water with bombs, a series of spectacular explosions — and a final gesture of V-sign defiance as stern and bows protruded from the water — was coolly described by her commanding officer, Cdr. Nick Tobin, and ship's company members as they headed home in the QE2.

She claimed shooting down two Argentine aircraft in the final attack on her.

Many attacks by planes on British ships in San Carlos Water had been beaten off by missiles, Sea Harriers and guns. Then the Antelope was hit by two 1,000-lb bombs. Although neither detonated, there was extensive damage.

Explosion

She steamed up San Carlos Water and embarked explosives experts to defuse the bombs. The Antelope anchored in the bay and the ship's company, apart from the weapons crews, were cleared to the focus and flight deck for safety.

But the attempt to defuse one of the bombs was unsuccessful and the explosion tore a huge hole in the ship's starboard side.

The detonation also started major fires in both engine rooms and several other compartments. Many vital systems, including the ship's firemain and all electrical supplies, were lost.

Courageous attempts were made by firefighting teams to save the ship but the fires could not be controlled and got dangerously close to several magazines.

After the order to abandon her, the ship's company took to the boats, which arrived quickly, and went to other ships.

The Antelope was torn apart by a huge

Antelope: the final gesture

explosion about ten minutes after the last man left. During the night the fires burned ferociously and there were several large explosions. Next morning all that remained was the bow and stern pointing skywards — the ship's back had been broken and the midships section completely devastated.

During the air raids her casualties had been one dead and three wounded. Detonation of the bomb killed one and injured three more.

Describing the explosion which followed the attempted bomb defusing, the commanding officer said the hole it tore on the starboard side was from the waterline to the funnel. All that could be seen was pipes and smoke and flames pouring out.

Black smoke

Lieut. Richard Govan said the explosion threw many to the deck. Fire fighting was attempted but there was no pressure. The two halves of the ship were unable to communicate, there was black smoke, and molten aluminium was falling on the flight deck.

Lieut. Tim MacMahon, the Lynx pilot, described seeing four A4s approaching the Antelope. Lieut. Johnathan Sharp said one crashed into the mainmast and went into the sea.

CPO Ted Meechan told of directing fire at

the Skyhawks and said he saw a massive ball of flames.

LS(R) Jeffrey Warren described how he brought down a Skyhawk with the starboard 20mm cannon.

Cdr. Tobin said he believed his people behaved admirably and did everything possible to save the ship. "It is not a nice war," he said, "There are a very brave bunch of people out there."

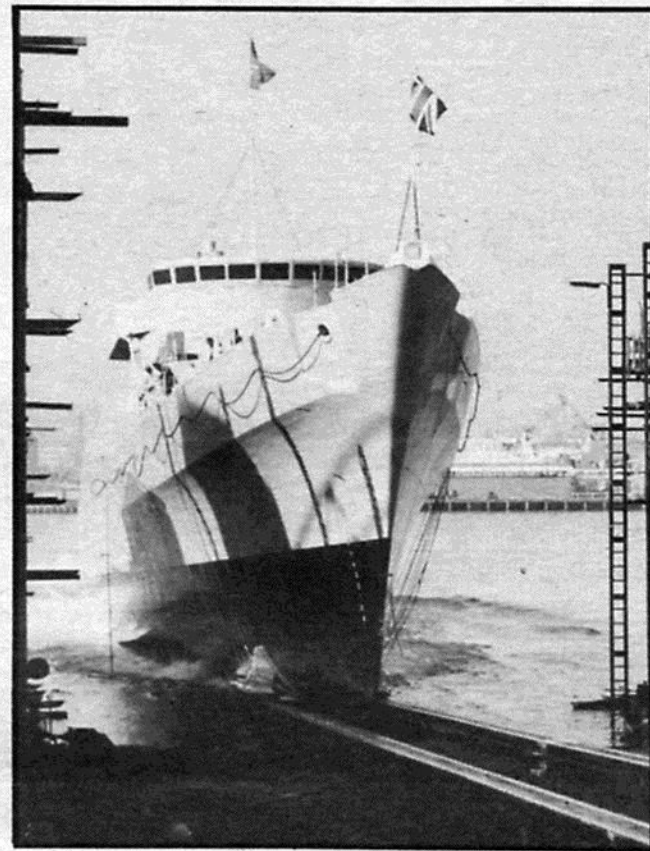
Very proud

And, like other commanding officers who had described the end of their ships, he did not see one man flinch, turn away or not do his duty. "I was very proud of my people that day."

Earlier in her Task Force duties, the Antelope had escorted a fleet replenishment ship carrying Argentine prisoners-of-war from South Georgia to Ascension Island.

The Antelope herself embarked members of the British Antarctic Survey Team, Miss Cindy Buxton and Miss Annie Price from Anglia TV, and Capt. Alfredo Astiz, the Argentinian Special Forces commander at South Georgia.

After leaving Ascension the Antelope joined other ships heading back to the battle zone. Eventually 197 survivors from the ship returned to Britain in the QE2.



THE BEGINNING

Antelope, March 16, 1972

Ardent dies with her guns blazing

HMS ARDENT beat off 16 Argentine air attacks and was still firing her machine guns and 20mm cannon when aircraft approached for the 17th and last time.

The Ardent was among warships which successfully stopped attacks on British troops landing on the Falklands. Heavy bombing caused immense damage to the ship and she had to be abandoned. Twenty-two of her ship's company died.

The frigate had led the amphibious task force down through the Falkland Sound in darkness on May 21, shepherding the ships to their anchorage and beachhead. From there she sped off to bombard Goose Green and enemy troops at Darwin and to harass Argentinian aircraft and military reinforcements.

It was only one-and-a-half hours after first light when the first aircraft — a Pucara — homed in on the frigate. More raids were to follow.

The Ardent spent most of the day in Falkland Sound in a deliberate and successful attempt to draw fire and attacks away from the landing force.

The Pucara raids were followed quickly by Mirages and Skyhawks, which straddled the ship with two 500lb. bombs. Meanwhile, the Ardent's gunfire support at Goose Green knocked out at least one Pucara on the ground.

Two Skyhawks

As the attacks came faster, two Skyhawks attacked together.

Unfortunately, one hit us with two 500lb. bombs, although several retard bombs missed," said the ship's commanding officer Cdr. Alan West. "These caused a large amount of damage aft, writing off our aft missile system. We were on fire and making smoke."

Damage control teams soon got the fires under control, but as the frigate headed for the anchorage three Skyhawks attacked from astern, hitting with two 500lb. bombs. Retard bombs struck the ship's sides.

Despite these attacks, HMS Ardent fought back. Six aircraft attacked within five minutes as the bombs rained into the water around the ship.

With two hours to dusk, the entire ship ablaze aft of the funnel, and all power gone, Cdr. West ordered the anchor to be dropped and the men to abandon ship.

Ship beat off 16 air attacks

Right to the end the weapons crew continued firing 20mm cannon and machine guns. "I know we hit a couple of aircraft with them as we saw bits coming off," said Cdr. West.

Praising the ship's company, he said, "They all did splendidly. They were like old veterans. You would not have believed this was their first time under fire. They all did superbly and are a bloody good team."

As 177 Ardent survivors later neared home in the QE2, Cdr. West spoke again of the frigate's last hours. He said the warships had taken many attacks and stopped British forces getting hit. They could say with pride that not a single man was hit going on to the beaches.

The Argentinian flyers, coming in at 30 feet, were very brave. His gunners continued firing the whole time. The bombs were green "and there were lots of them." Eventually damage to the ship was immense. At one stage they were running towards an island at 18 knots.

Huge fires

There were huge fires aft and the stern had been destroyed below the water line.

It was the unhappiest decision of his life to have to leave the ship.

A frigate which came to assist put her stern against the Ardent's bows. The survivors leaving the ship included injured who were pulled across on stretchers. Later the ship sank, gutted with fire.

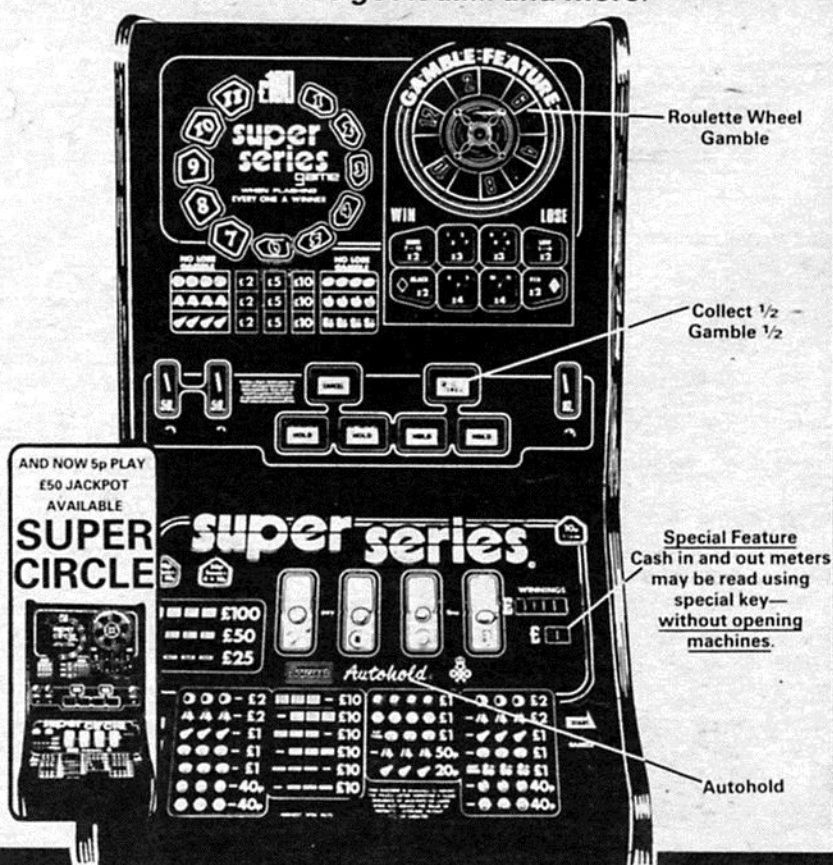
Conditions in the fires were terrifying, but the men were well trained and were marvellous. "It is something I will never forget."

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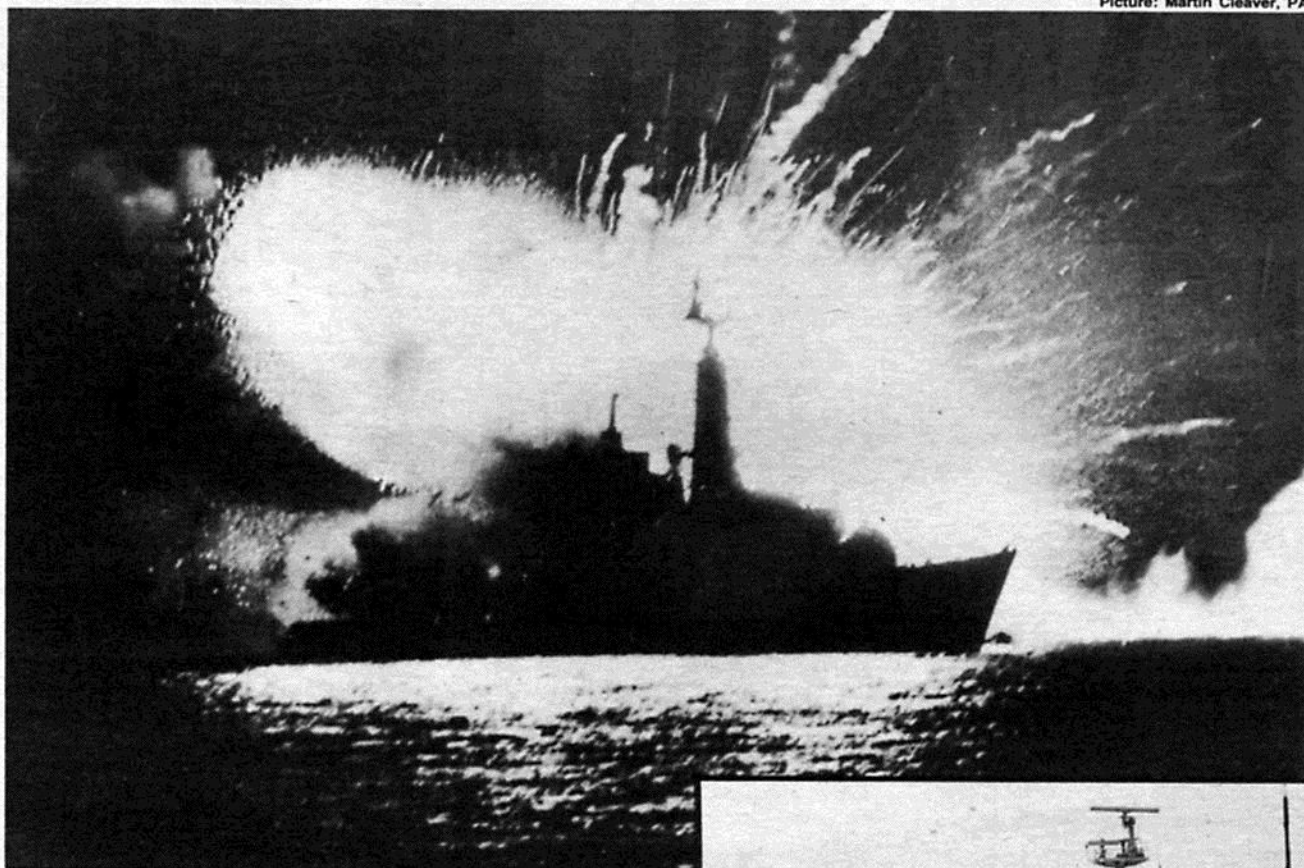
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LAST



Picture: Martin Cleaver, PA.



THE END

HMS Antelope explodes and burns fiercely in San Carlos Bay, East Falklands, on May 24.

A POPULAR VISITOR TO ARGENTINA

THE TYPE 21 frigates which fell victim to Argentine air strikes in the Falklands Sound were among the most handsome of Royal Navy warships.

The rakish lines of HMS Antelope and HMS Ardent were, with those of their six sister-ships, designed by Vosper Thornycroft in collaboration with Yarrow in the 1960s.

HMS Antelope was the second of the class, being launched on March 16, 1972 at Vosper's Woolston yard and commissioned on July 19, 1975 at Southampton.

Buenos Aires

She was known among her enemies for, in 1977, she visited Buenos Aires during the 11-ship Group Five deployment to the Western Atlantic. In the Argentine capital she found the hospitality "second to none" and entertained hundreds of guests on board.

That year she also visited St Nazaire to mark the 34th anniversary of the raid by the destroyer HMS Campbelltown and took part in the Silver Jubilee Fleet Review at Spithead.

Subsequently, as Belize guardship, she acted as plane guard to HMS Ark Royal during the carrier's last deployment to the Caribbean, and later visited Bermuda with HMS Blake.

In 1979 she visited Wilhelmshaven, Copenhagen,

Kiel and Hamburg during exercises in the Baltic with Federal German Navy ships. Later, with HMS Jupiter, she made a rare visit to Constanta, Romania, before beginning a ten-month refit.

She visited Bordeaux after her rededication in March, 1980, and then began another spell as Belize guardship. It was during that West Indies deployment that she hit the headlines by seizing £30m. worth of marijuana on board a Panamanian coaster in Belize waters.

The Antelope maintained strong links with the City of Hereford, of which she received the freedom in 1980 and where a pub was renamed in her honour.

Her ship's company had a particular interest in Hillrise Children's Home, to which they made many donations during the frigate's career. Donations were also made to Hereford County Hospital and Ridgeway House School, Southampton.

Seventh Ardent

HMS Ardent, the seventh of her class, was launched by the Duchess of Gloucester three years after the Antelope had been sent down the slipway. Built by Yarrow Shipbuilders at Glasgow, she was commissioned on October 14, 1977 and was the first Type 21 to be fitted with a ship-launched torpedo weapon system (STWS).

Guests at the ceremony in-

cluded Cdr. (now Capt.) Nicholas Barker, son of the previous Ardent's commanding officer who went down with the destroyer when she was sunk by the German battle-cruiser Scharnhorst in 1940. Capt. Barker is now commanding officer of HMS Endurance.

In 1978 the Duchess of Gloucester spent a day in the Ardent during a series of major exercises in the Channel, visiting her again on July 20 last year. The Ardent fulfilled many

courtesy roles, from acting as guardship for the Port of Dartmouth Regatta to representing the Royal Navy at Oman National Day celebrations in Muscat.

As a member of the Standing Naval Force Atlantic she was among 40 ships which took part in the NATO Exercise Safe Pass in early 1980, later visiting Bermuda, Mayport (Florida), Savannah (Georgia), Charlestown (South Carolina), Nassau and the Turks and

Caicos Islands.

She took part in the Gulf patrol over Christmas 1980, during which she steamed her 100,000th mile.

On the way back she visited Haifa, from where members of her ship's company toured the Holy Land and an Ardent team played the Israeli national hockey side.

The Ardent's last summer was pleasurable: she won the Beresford Cup in the Fleet

Surface Gunnery Competition, visited her affiliated town of Milford Haven, attended Plymouth Navy Days and acted as guardship at Cowes Week.

One of her last foreign visits came before last Christmas when she called at Amsterdam with the other ships of the Fourth Frigate Squadron. And one of her last duties before joining the Task Force was to lay a wreath off the Norwegian coast over the spot where her namesake rests...



H.M.S. Ardent pictured shortly before she was first commissioned in October 1977.

ROLL OF HONOUR

HMS Ardent

THE 22 names on the roll of honour of HMS Ardent ship's company members who died on active service are:

Derek D. Armstrong (22), AB(S), Prudhoe, Northumbria.

Richard W. Banfield (30), Lieut. Cdr., Liskeard.

Andrew R. Barr (20), AB(S), Bridgwater.

Peter Brouard (31), POAEM(M), Crewkerne.

Richard J. S. Dunkerley (23), CK, Windsor.

Michael P. Foote (24), ALCK, Warren Park, Havant.

Stephen H. Ford (18), MEM(M), Poole.

Shaun Hanson (20), ASTD, Ecclesfield, Sheffield.

Sean K. Hayward (18), AB(S), Barrow-in-Furness.

Stephen Heyes (22), AB(EW), St Budeaux, Devonport.

Simon J. Lawson (21), WEM(R)1, Whitley Bay.

Alistair R. Leighton (19), MEM(M)2, Margate.

Allan McAuley (36), AEMN(M), Yeovil.

Michael S. Mullen (24), ALS(R), Roby, Liverpool.

Brian Murphy (30), Lieut., Yeovil.

Gary T. Nelson (25), LPT, Saltash.

John R. Roberts (26), CK, Gwynedd.

John M. Sephton (35), Lieut. Cdr., Preston, Dorset.

Stephen J. White (21), ALMEM(M), Washington, Tyne & Wear.

Andrew K. Palmer (26), APOWEM(R), Truro.

Garry Whitford (23), ALMEM(L), Blackburn, Lancs.

Gilbert S. Williams (21), MEM(M), Kidlington, Oxfordshire.

HMS Antelope

THE rating missing presumed dead in the attack on HMS Antelope was:

Mark R. Stephens (18), STD, Mansfield, Notts.

The soldier who was killed while attempting to defuse a bomb in the Antelope was:

James Prescott (37), S/SGT, 33 Engineer Regt (EOD), Rochester, Kent.

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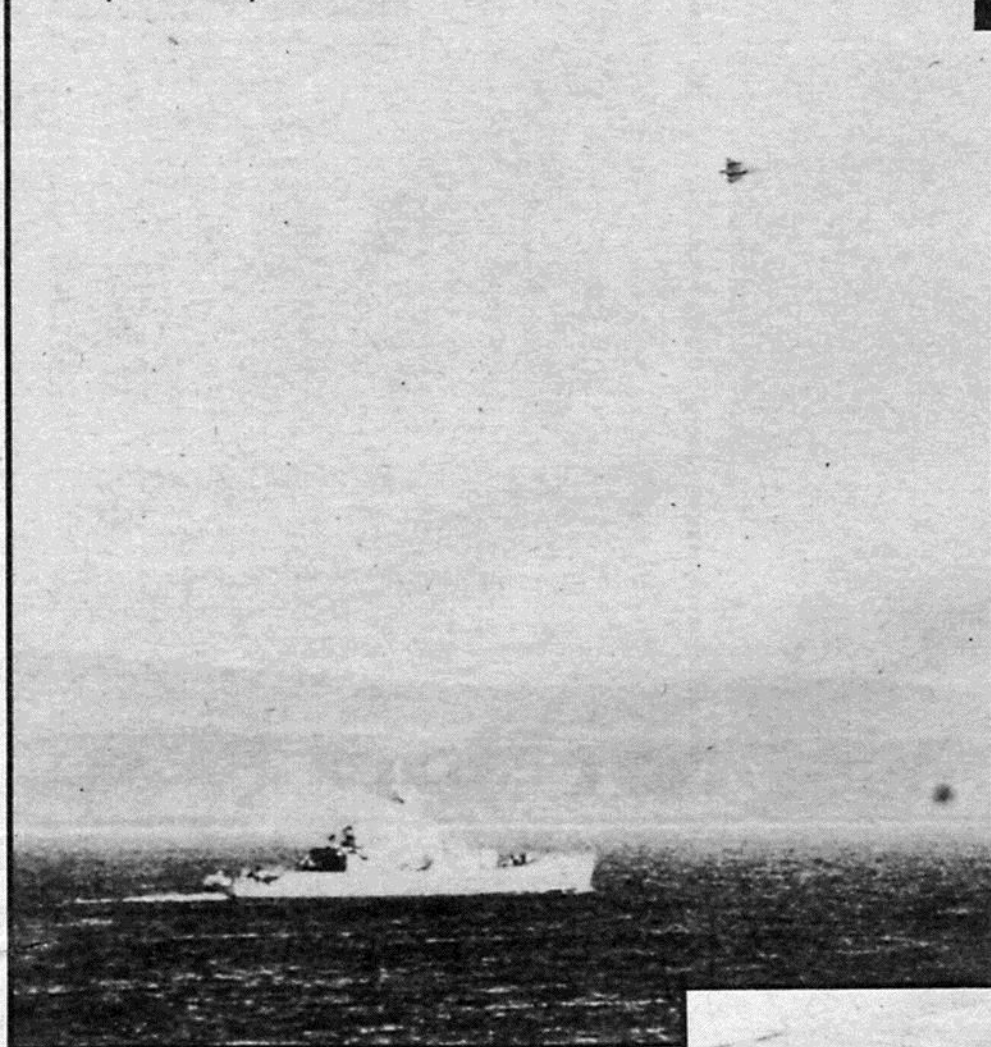
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A Rothesay-class frigate in Falkland Sound engages an Argentine Mirage fighter-bomber during the battle for San Carlos. The smoke around the superstructure is from the ship's own weapons.



WE SHALL NOT BE MOVED!

D-Day in the Falklands, and every spare hand is welcomed by the Royal Marines digging-in to protect the beachhead. Here, young Falkland Islanders join commandos as they prepare the defences around San Carlos.

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T-model transport

LIFE on Ascension Island, which is still used as a staging post for men and supplies, requires all the private initiative often preached by the Prime Minister.

Several miles of baking terrain separates the camps from the airfield, and with no bus service, any vehicle becomes precious.

This derelict lorry was found and restored by the British forces on the island and christened Maggie T. Now this particular T-model is an integral part of Ascension's transport system.

BATTLE

San Carlos: The Longest Days

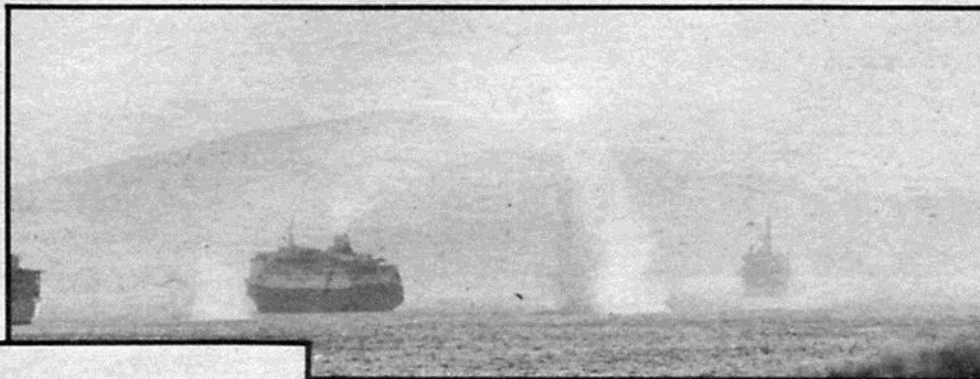
IN THE early morning of May 21, troops of 40, 42 and 45 Commandos Royal Marines, alongside men of the 2nd Battalion the Parachute Regiment, regained a British hold on the Falkland Islands.

They were put ashore by landing craft and helicopters from Task Force ships which, under cover of darkness, had penetrated the Falkland Sound.

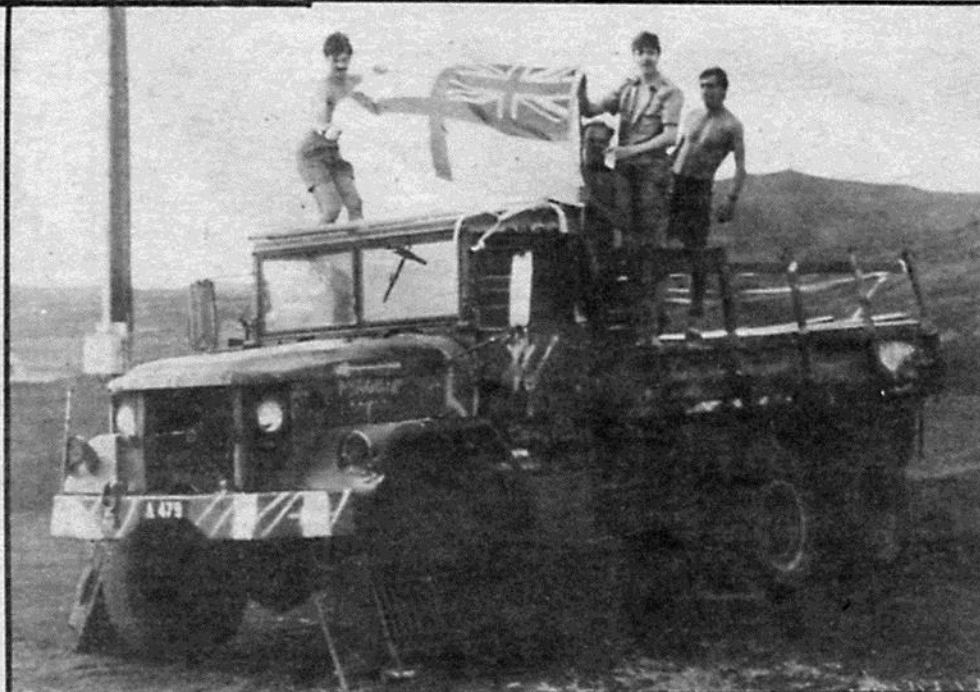
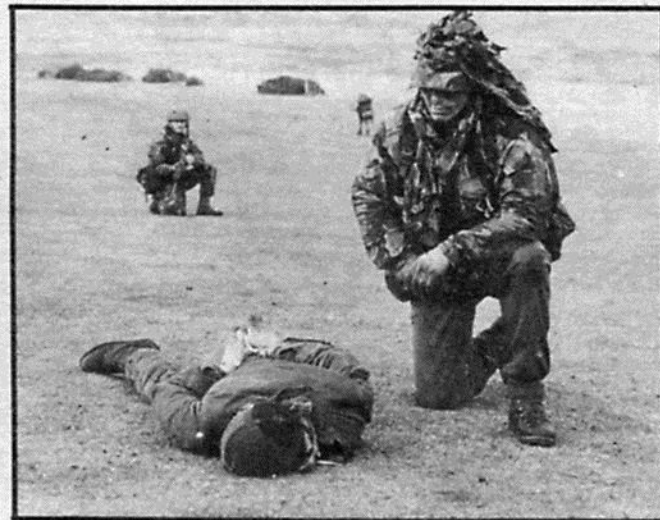
The landing at San Carlos was unopposed, but over the next few days desperate attacks were made by Argentine aircraft in an attempt to disrupt the

constant flow of stores into the bridgehead. The failure of that effort sealed the fate of the main Argentine garrisons at Goose Green / Darwin and Port Stanley itself.

Throughout those crucial days, Task Force cameramen were on shore and in the ships to record the events before, during and after the landings. The pictures in these pages were taken by PO(Phot) Pete Holdgate, PO(Phot) Jim Fletcher and Press Association photographer Martin Cleaver.



Under attack in Bomb Alley (as the waters around San Carlos came to be known). Here, bombs from Mirage and Skyhawk aircraft explode in the sea near the ferry Norland, while to the right can be seen an assault ship. Below: "For you the war is over..." An Argentine lieutenant-commander of Marines is immobilised after capture by Royals.



SCENE

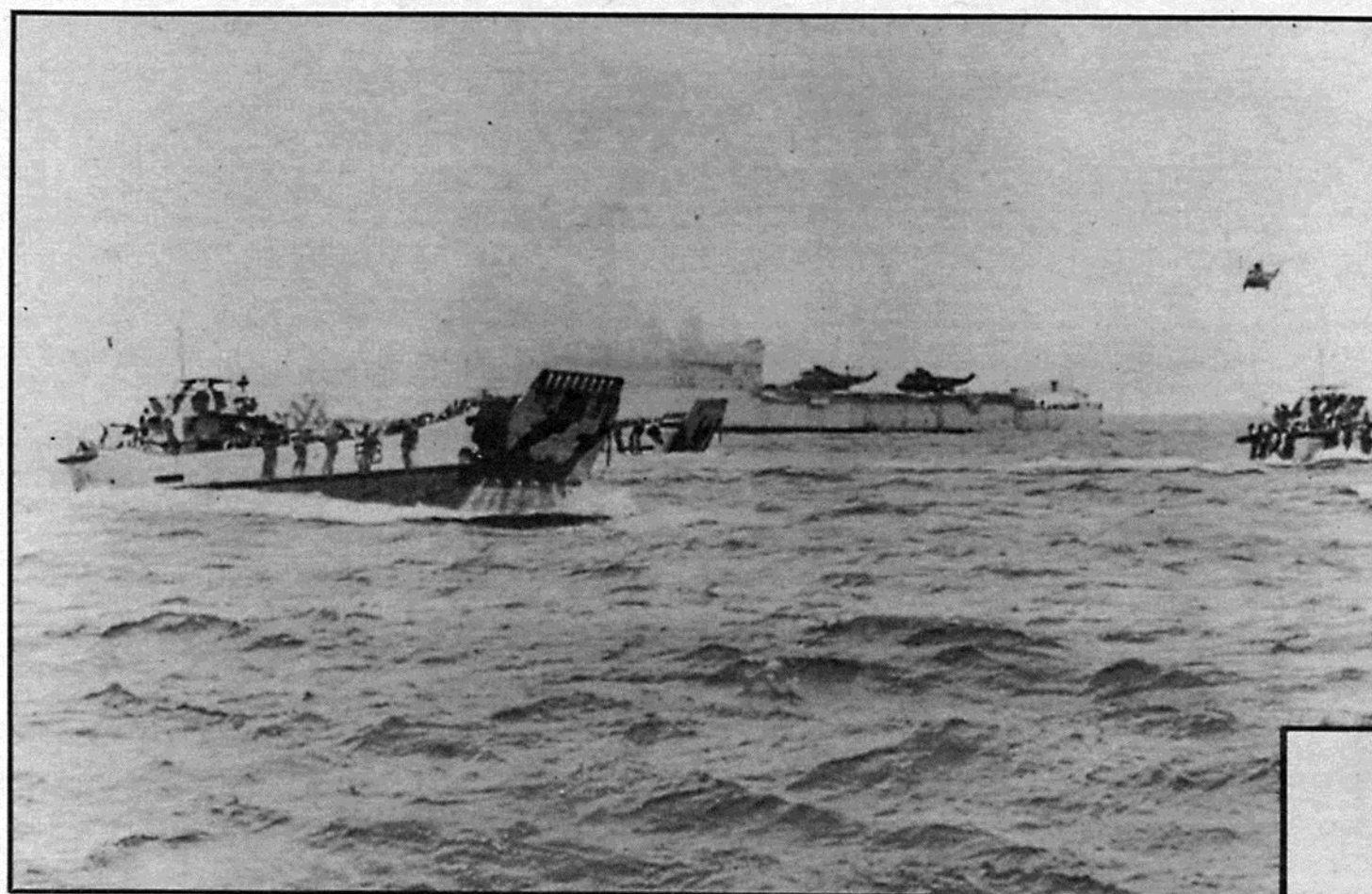
Falklands
Task Force



ABOVE: The face of war ... Streaked with camouflage cream, the features of these Royal Marine commandos are set with determination for the task ahead.

LEFT: Landing craft moving towards the beaches from the fog-shrouded shape of the assault ship HMS Fearless which, with her sister-ship HMS Intrepid, played a vital part in the campaign for the islands.

BELOW: Landfall, and men of C Company, 40 Commando, hoist the first Union Flag over the Falklands since the Argentine invasion.



The risk that paid dividends

ONE of the most daring acts of the San Carlos landings was the deployment of the liner ss Canberra into San Carlos Water.

It was a calculated risk that paid off, for she was able to disembark her 2,000-plus troops and stores directly on to the beaches without sustaining any damage. Here, a Sea King carries an underslung load, passing across the stern of the luxury troopship.

Some ships came closer to being damaged, as the picture below demonstrates. It shows a Skyhawk-launched bomb exploding between two RFA supply ships as they lie at anchor off the beachhead.



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Smile

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NEWSVIEW

The lessons, price — and achievement

PLAUDITS continue to flow for the Falklands Task Force and its achievements. From home and abroad, from the high and the humble, expressions of gratitude have paid sincere tribute for a tough job magnificently carried through.

Decades with little war or serious loss of life inevitably create a "peacetime" Service lacking experience of actual combat. Yet no-one doubted that the Royal Navy and Royal Marines would rise to meet any new challenge professionally and courageously. They played a huge role in the ultimate victory. Sadly, there had to be a price.

Casualties, mercifully, were not large-scale, but the nation held its breath at news of ship losses, and heartfelt sympathy went out to the families of those who died, and to the injured.

Strong bonds

In peacetime whole sections of the British public hold warships in romantic regard. In war this affinity develops into a deeper bond, and the loss of men and of cherished ships, with their many links, was profoundly felt.

The prayer is that this conflict, hopefully now concluded, has diminished the likelihood of any similar outbreak. Nothing can disguise the fact that there was destruction and death — "not a nice war" as one ship's commanding officer succinctly put it. In our armada of warships, RFAs and merchant ships there were 23 destroyers and frigates at one stage and of these four were sunk and others damaged.

As in all wars, the tragedy is that on the other side, too, families are having to mourn their dead. Aircraft losses alone on the Argentinian side were 83 planes destroyed, possibly eight more.

Many of our ships remain on duty in the South Atlantic, but now starting is an analysis of the conflict. Already there has been much public discussion about materials used in warship construction, fire hazards, use of PVC, and the merits of various weapons systems. All such matters will be considered in great detail, with much information coming from those most closely involved in the conflict.

Painful lessons, alas, have often been learnt in war. If, from these studies, improvements emerge which protect and reassure those who serve in our ships, that will be further cause why brave men who perished doing their duty did not die in vain.

THE HUGE contribution made by merchant ships to the Falklands operation has brought a special tribute from the Commander-in-Chief Fleet (Admiral Sir John Fieldhouse).

He was speaking in the Queen Elizabeth 2, returning to Britain and a colourful emotional reception after a 30-day 14,000-mile round trip. Rapidly converted, the luxury liner had gone to war with thousands of troops embarked and was returning carrying 629 survivors from three Royal Navy ships which were lost.

At 67,000 tons, the QE2 was largest of the 52 vessels officially known as "Ships taken up from trade" (inelegantly abbreviated to STUFTS). Next largest is the liner Canberra, and they ranged down in size to the 640-ton tug Yorkshireman.

In all, they have a tonnage of 707,765 deadweight, with total Merchant Navy personnel of 3,251 (including 56 female crew) — all volunteers.

Many of the ships have Royal Navy parties on board, with a few taken over and commissioned as RN ships.

Tankers

By types, they comprise: 15 oil tankers, eight ferries, eight cargo vessels, four container vessels, three passenger ships, three oceangoing tugs, five trawlers, two North Sea multi-service vessels, and one each North Sea survey vessel, North Sea supply vessel, cable ship and mooring vessel.

The companies involved include: P and O vessels, Cunard, United TOWAGE, BP, Canadian Pacific, Stena Line, European Ferries, China Steam, Geest, Hamson, Blue Star, Bank Line, Shell, Cayzer Irvine, Wimpey, Sealink, American Express, Whitwill Cole, Contender Ltd., British Oceanics, British Telecom and United Steam of New Zealand.

Cargoes transported by the ships have included 8,000 troops and equipment; 77 aircraft; artil-



A Sea King from RNAS Culdrose flies out mail and clothes to the 629 survivors of the Coventry, Ardent and Antelope as they return home in the QE2.

Picture: LA(Phot) Steve Newbury

lery and ammunition; fuel, stores and provisions: accommodation and tents; and vehicles and mail. In total it weighs well over half a million tons.

Besides ships of the British Mercantile Marine taken up for use by the Task Force, more than 20 ships of the Royal Fleet Auxiliary are providing afloat support of fuel, stores and ammunition.

RFAs

These too were mentioned by Admiral Fieldhouse in his tribute to the importance of the merchant fleet.

The RFAs are manned by over 2,000 officers and men, who are themselves part of the Merchant Navy, and 200 civilian supply staff of the RN Supply and Transport Service.

In addition, more than 80 RFA personnel are providing communications and replenishment assistance to chartered merchant ships.

Most of the RFAs deployed

with the Task Force at the outset of operations, but some ships were diverted from other parts of the world. One stores ship had just completed a six-month deployment overseas and was about to return home, when given her new task in the South Atlantic.

Admiral Fieldhouse also spoke of how quickly ships had been made ready for the operation and said the whole reflected great credit on the crews and the Royal and civilian yards which had equipped the ships so speedily.

Many of the crews had been involved in considerable hardship and hazard, which they faced with courage and fortitude.

He named several of the vessels including the Atlantic Conveyor, which was sunk.

The Falklands Operation could not have been carried out without the 8,000-mile supply line, and the strategic value of the Merchant Navy had been proved conclusively.

Cunard explained that their

famous flagship QE2 had travelled from Southampton to Freetown and then on to South Georgia. The troops were disembarked into the Canberra and Norland at Grytviken by naval helicopters and boats.

The liner, fitted with two helicopter platforms, had travelled at 25½ knots and avoided nearing other ships. A spokesman said he was not aware of any escort. "We used our speed as the other Queens did in the last war."

Equipment had been installed to refuel at sea, he said.

After leaving Freetown heading south, they were radio-silent and totally blacked out.

Asked how they avoided meeting other ships, he said they used the "Mark One eyeball" and sometimes zig-zagged. They also kept clear of some huge icebergs.

Services on board were provided by about 700 Cunard staff.

On the return journey, there were over 600 survivors from RN ships, including a few casualties. The master was Capt. Peter Jackson and the senior RN officer on board was Capt. Jimmy James.

Great bunch

A Cunard senior nursing sister said the casualties were mainly from HM ships Coventry and Ardent, together with a few Marines. Some were lucky to be alive — and they knew it.

By the end of the voyage there were about seven in-patients, only one needing to transfer to hospital ashore.

Consensus among the crew was that the Navy men coming home were "a great bunch." And one naval officer said they were extremely lucky to come home in the QE2 — "the next best thing to coming back in our own ship."

It had helped for people to talk, he said — about the happy times as well as the disastrous ones. Sadly, the end of the journey meant the ships' companies would be dispersing.

The QE2 is being re-converted to take up her luxury liner role again in August.

SOUTH ATLANTIC DIARY

THE ROAD TO FREEDOM

IN THE FEW weeks that have passed since the last edition of Navy News went to press, British land forces have stormed ashore at San Carlos Bay and the battle for the Falkland Islands has been won. These are the main events in the battle diary:

May 20 (midnight) — HMS Fearless and HMS Intrepid lead fleet into Falkland Sound while HMS Hermes and HMS Invincible steam south to launch air and sea attacks.

May 21 — British bridgehead established unopposed at Port San Carlos, with 2,500 Royal Marines and Paras put ashore. Diversionary raids made on Port Louis, Port Stanley, Goose Green and Fox Bay. HMS Ardent sunk in air attack. Five other warships hit, including HMS Argonaut and HMS Antrim. Continuous air attacks on ships defending bridgehead.

May 23 — HMS Antelope abandoned after air attack. Sea Harrier lost in accident. Heavy air attacks.

May 24 — HMS Antelope sinks.

May 25 — HMS Coventry sunk by bombs, Atlantic Conveyor abandoned after Exocet attack. HMS Broadsword hit.

Battle of Darwin

May 27 — HMS Sheffield survivors return to UK. Land forces push out of San Carlos bridgehead.

May 28 — Port Darwin and Goose Green captured with 1,400 prisoners in brilliant infantry action by 2nd Battalion the Parachute Regiment.

June 5 — Land forces move to Bluff Cove and Port Fitzroy. HMS Hydra arrives in Montevideo with 51 British wounded.

June 7 — Norland leaves Falklands with 1,000 prisoners to be repatriated.

June 8 — HMS Plymouth damaged in air attack in San Carlos Bay. RFAs Sir Galahad and Sir Tristram bombed in Fitzroy Bay, with 50 dead and 57 injured. Sir Galahad burned out.

June 11 — QE2 returns to Southampton with 629 Coventry, Antelope and Ardent survivors embarked.

June 12 — Land forces advance on high ground controlling Port Stanley. Argentine garrison totally surrounded by land and sea. HMS Glamorgan hit by land-based Exocet during



bombardment of Port Stanley area. Thirteen killed.

June 14 — Argentines agree to "neutral" zone in Port Stanley for civilians and wounded.

June 15 — Argentine troops surrender in Port Stanley. Major-General Jeremy Moore accepts unconditional surrender of all Argentine troops in East and West Falkland from their commander, General Menendez.

Glasgow's day of Victory

HMS GLASGOW, basking in a glorious welcome and a hard-won reputation as the luckiest ship in the Royal Navy, limped into Portsmouth on June 19 to a rare accolade from HMS Victory — the signal "Bravo Zulu."

A SHIP OF DISTINCTION

AS WELL as being the first ship to enter the Falklands total exclusion zone — on May 1 — and the first warship home from the conflict, HMS Glasgow is also claiming the distinction of being the first Type 42 to land a Sea King helicopter on her flight deck.

The helicopter, from HMS Hermes, and carrying survivors from an Argentine spy ship, ran short of fuel and carried out an emergency landing with three feet to spare between the rotor tips and the ship's hangar.

"That was probably one of

our hairiest moments," said the Glasgow's commanding officer, Capt. Paul Hoddinott.

Few ships can have travelled so widely in the past 18 months. After her help to the devastated island of St Lucia at the end of 1980 when she was Belize guardship, the Glasgow returned to the West Indies in early 1981, followed in May of that year by a month in the Barents Sea in the Arctic Circle which took her farther east than Aden. The Falklands operation took her below 50 degrees South.

First ship into the war zone and first warship home, she had a miraculous escape on May 12 when a bomb passed clear through her without exploding and without causing serious injury.

The Type 42 destroyer was carrying out air defence and inshore bombardment off the Falklands with HMS Brilliant when they were attacked by three waves of four aircraft.

Two of the first wave were shot down by the Brilliant's Sea Wolf missiles and a third was seen cartwheeling into the sea. But one aircraft dropped a bomb which entered the Glasgow's after engine room, passed over the main machinery and out of the port side, leaving a 3ft. diameter hole each side.

It missed CPO Geoff Waddington, who was



HMS Broadsword fulfilling her escort role with the Falklands Task Force. She and HMS Coventry came under heavy Argentine air attack on May 25; the Coventry was sunk and the Broadsword hit.

watchkeeping, by feet and though partially blinded for a time by fuel from a fractured pipe, he set to and started making good the damage.

"Everyone is lucky to be alive," he said. "I first realised I was all right when I saw sunshine coming through the hole. She is a very lucky ship."

Shrapnel

"The young lad in front of me, MEM Colin Eastwood, caught a small piece of shrapnel in his overall pocket."

A damage control team, led by the Glasgow's marine engineering officer, Cdr. Andrew Netherclift, and including CPO Waddington, MEA Kevin Lake, LMEM Craig

Boswell and MEM Lee Cartwright, moved into action.

Pumps were started and mattresses pushed into the holes. Later, with help from a team from HMS Invincible, wood shoring was erected and the holes were more permanently patched up in heavy seas, with the men continually being drenched by icy sea water.

Waterline welding proved a problem. The solution was to heel the ship over ten degrees by shifting fuel around the tanks and to drive the ship around in circles.

Despite continuing leaks, damaged equipment, and loss of

control to the main engine, the Glasgow returned to her air defence station within three days of being hit and stayed there until a relief ship arrived. On her voyage home the engines and propellers had to be controlled manually and constant running repairs were carried out.

HMS Glasgow's commanding officer, Capt. Paul Hoddinott, paid tribute to the ship's company, particularly for the ingenuity of the repair operation.

"The men carried on with great steadfastness," he said. "Many of them are not yet 18 years old."

IN BRIEF

Brian feeds the 5,000

MAN IN CHARGE of feeding the Service personnel working on Ascension Island is Lieut. Brian Purnell, the Combined Services Catering Officer. Before the Falklands operation, Brian was a training officer in HMS Pembroke.

He masterminded the setting up of field kitchens on the island, scene of the most intense RAF operation mounted since the Berlin Airlift, and the staging post for thousands of tons of stores and equipment en route to the Task Force.

Brian's tri-Service team, which included eight Royal Navy cooks, was producing up to 3,000 meals a day.

Foster mum

MRS. Frances Foster, 20 Abbotsford Drive, Scotts Green, Dudley, Worcs., a widow, says that if there are any young sailors in the Task Force who have no mother to write to, she would be pleased to keep them in touch with home.

Lunch cheer

TO bring some cheer to the wives and children of men serving in the South Atlantic the POs' mess of HMS Nelson is organising families lunches which have been attracting about 100 visitors every Sunday. Coffee mornings at the Victory Club, HMS Nelson, have also been popular with wives of men serving in the South Atlantic.

Record run

PROCEEDS from the Devonport Field Gun Crew's record "Come On You Gunners" will be donated to the South Atlantic Fund. The disc has been released by Monarch Records.

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CLEAN SWEEP FOR



HMS Kedleston comes alongside HMS Abdiel to return a mine laid by the Abdiel. It was just one of many recovered by the sweepers.



Clyde Division men repair loop wires on board HMS Crofton.

RNR man six ships in NATO exercises

MORE THAN 1,000 Royal Naval Reservists took part in the major NATO exercises Damsel Fair in the Mediterranean and Open Gate in the Eastern Atlantic.

Reservists were drawn from all 11 RNR divisions and all communications training centres in Britain to command and man six of the 11 ships of the Tenth MCM Squadron.

The Reserve Squadron, the only British mine countermeasures force allocated to the exercises, was led by Cdr. Charles Wylie, RN, on board the MCM support and command ship HMS Abdiel.

Fresh RNR crews were flown out by RAF aircraft on April 24, May 8 and May 22, so that in a six-week period 24 separate crews operated the six ships.

The six taking part were HM ships St David (South Wales Division), Venturer (Severn), Hodgkisson (Clyde), Lewiston (London), Kedleston (Forth) and Brereton (Mersey).

All were manned at the outset by men from their parent divisions, and of the subsequent ship's companies, three each came from the South Wales and Severn Divisions, two each from Wessex, London and Clyde, and one each from Tay, Forth, Mersey, Sussex and Ulster.

During the exercises, the Reserve Squadron operated with ships from Turkey, Greece, Italy, Portugal, the United States and France. The group visited Gibraltar, Catania and Augusta in Sicily, and Lisbon.

The sea-going element of the RNR provides a substantial part of the Royal Navy mine coun-

termasures effort in support of NATO. The government recently announced that the RNR is to be equipped with new MCM vessels to replace the aging Ton-class vessels now in service.

The RNR ships exercising in the Mediterranean had the best back-up possible in the Abdiel, which boasts a simple operating principle — "Never keep an MCMV waiting for anything, day or night!"

Key unit

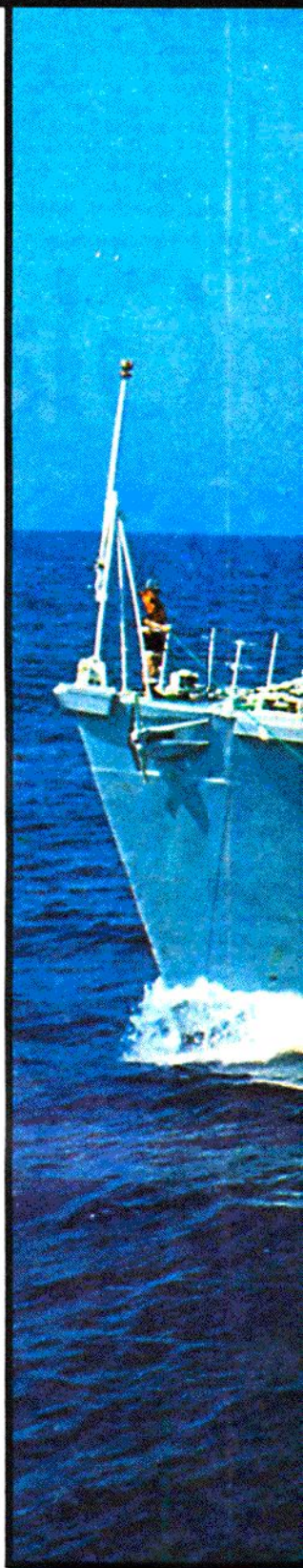
The Abdiel, the Royal Navy's only exercise minelayer, support and command ship, has become a key unit in national and NATO MCM operations.

Now very much the senior partner in the forward support business, the Abdiel has in the last two years taken part in 15 major exercises and deployments ranging from the Mediterranean to the Arctic Circle and deep in the Baltic Sea.

She is capable of supporting up to ten MCM vessels for several weeks with everything from major repairs to fuel, water and Chinese laundry facilities.

The ship's "main armament" is a heavy-lift crane, and she carries with her an endless list of stores and equipment, a Land-Rover, a medical officer, a padre, and a flotilla of small boats for operational and recreation use.

Commanding officer of the Abdiel is Lieut.-Cdr. Keith Redford, who has under him 14 officers and 130 ratings.



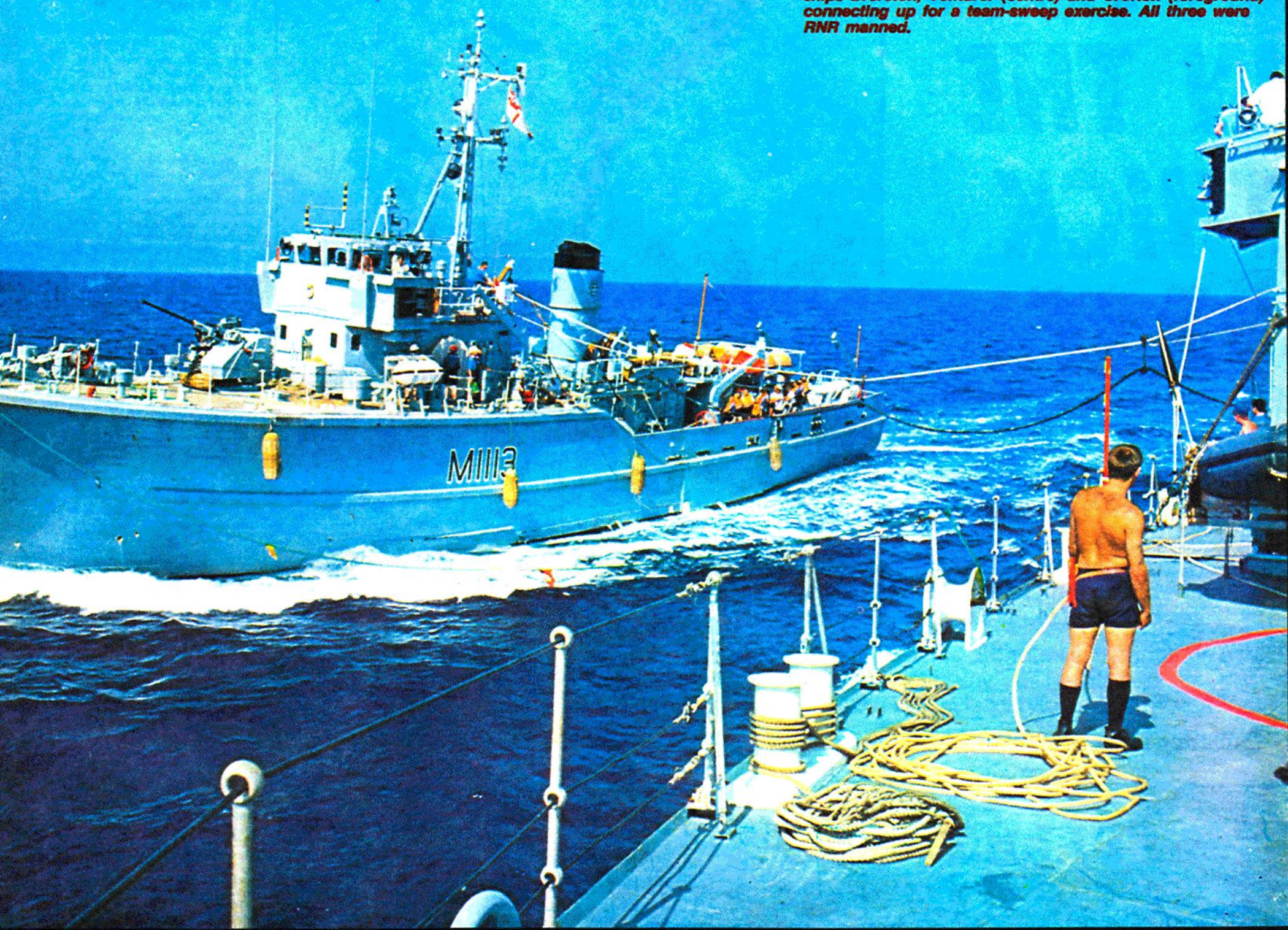
R RESERVES

WHILE the battles for the Falkland Islands raged in the South Atlantic, more than 8,000 miles away it was business as usual for the mine countermeasures vessels of the Tenth MCM Squadron.

Reservists manning six of the squadron's ships were making a clean sweep during NATO exercises in the quieter waters of the East Atlantic and the Mediterranean, practising the skills which, in time of conflict, would rid the sea lanes of enemy mines.

These pictures taken by LA(Phot) Dave Cutler during Exercise Damsel Fair in the Mediterranean, demonstrate the close co-operation between the regulars and reservists afloat.

Below, RNR ship HMS Brereton refuels from the Royal Navy's minesweeper and support ship HMS Abdiel. Bottom, HM ships Brereton, Venturer (centre) and Crofton (foreground) connecting up for a team-sweep exercise. All three were RNR manned.



Guide to a national treasure

BOOKS

ONLY a spark of interest in matters nautical is needed for a visitor to the National Maritime Museum to be enraptured by the Greenwich buildings and setting, and the beautiful collections to be seen.

The appetite is easily whetted by a

booklet which has been written by the staff, and edited by the Director, Dr. Basil Greenhill, who mentions that it is only in recent years that the museum has developed into the leading institution of its kind in the world.

"THE NATIONAL MARITIME MUSEUM" is a softback, priced at £4.95, and available from Philip Wilson Publishers and Summerfield Press. It is handsomely produced, on quality glazed paper, to do justice to the wealth of coloured illustrations.

A wide field is covered by the displays. The collection of paintings is a treasure in itself, but there are also the archaeology of water transport, the development of ships, the navigation section, astronomy, manuscripts, weapons and antiquities.

ROYALS IN THE THICK OF IT

WITH the Falklands fighting uppermost in mind, nothing could be more topical than the newly-published "Marines at War," by Ian Dear, his book deal-

ing with eight major actions during the Second World War.

Among the elite troops of history the author places the Royal Marines and the United States Marine Corps. For this work he has included four sec-

tions for the Royals — the RM Siege Regiment (firing huge guns across the Straits of Dover after the withdrawal from Dunkirk), the Normandy landings, Walcheren and the Five Rivers Campaign during the invasion of Europe.

Picture: Royal Marines Museum



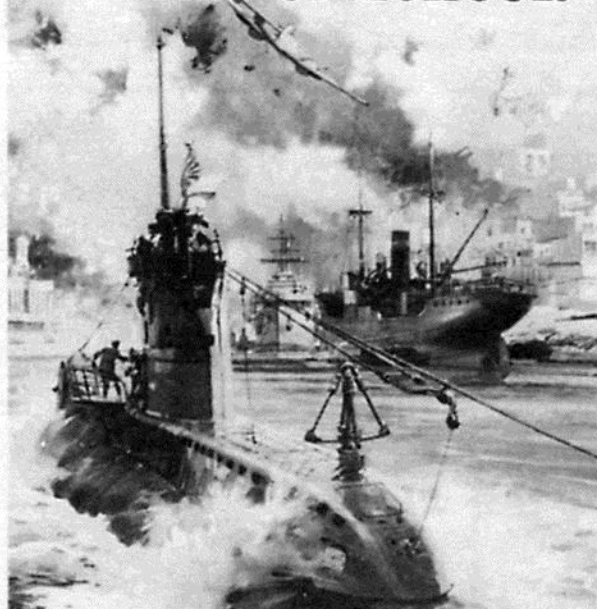
'There is no one like Alexander Fullerton for extracting every ounce of excitement, tension and drama out of the sea battles of the 1940s.' *Daily Telegraph*

'I have not found this splendid authenticity in any naval fiction since C S Forester's heyday.'

Captain J E Moore, Editor of *Jane's Fighting Ships*

'Fullerton is the admiral of the moderns' *Observer*

ALEXANDER FULLERTON A SHARE OF HONOUR



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Bloody, slogging struggles marked most of these engagements, but for vastness in RM enterprises the Normandy landings on June 6, 1944 will be difficult to beat in the Corps' book of records.

It was the largest gathering of Royal Marines ever to be used in one operation. More than 10,000 were employed in a wide variety of roles — some of them entirely new to the Royals.

Cpl. Tandy, coxswain of a landing craft getting troops to the beaches, demonstrated why the Royals are so hard to beat.

When the rudder of his vessel was damaged, he went over the side and acted as a human rudder. He succeeded not only in getting the craft to the beach, but, still hanging perilously over the stern in rough seas, he also steered back to the parent ship.

Heavy losses

Ashore, the commandos needed all the courage and initiative they could muster, tackling well-prepared defences while suffering heavy losses in men and weaponry.

For many of them, the toughest fighting of the war came at Walcheren, an enemy-held island preventing the invading Allies from using the port of Antwerp. The Germans held on stubbornly to every gun and every strongpoint, with the

Transatlantic link . . .
Technical Sgt.
Richard T. Wright, an
observer from the US
Marine Corps, with
the Royal Marines gun
crew of LCG(L) 831.

RM attackers often scattered and in confusion.

After countless examples of heroism and dash, they won through, the Scheldt Estuary was cleared, and Antwerp was in use for supplying the forces marching into Germany.

Thereafter the RM continued to be in the thick of it. Their traditional role was used to the full during the amphibious assaults across one Dutch and four German rivers during the advance inland.

Graphic detail

Our own Marines would be the first to give honour to their US counterparts, and the book gives graphic detail of major campaigns during the island-hopping struggle to the Japanese homeland.

"Marines at War" is published by Ian Allan (price £9.95).

IN BRIEF

"Tide of Empire: Decisive Naval Campaigns in the Rise of the West," by Peter Padfield, published by Routledge and Kegan Paul (price £12.50). This is volume two of Mr. Padfield's work, covering the period 1654-1763. Two further volumes are to come. The period marked the emergence of England "into the full panoply of sea power," and is told in that lively style which has characterised the author's work.

"The Aircraft Carrier Intrepid," by John Roberts, published by Conway Maritime Press (price £8.50), is the second in a new series, offering a serious evaluation of the ship's design and construction. The Intrepid, of the successful Essex class, formed the backbone of US groups during the Second World War, the ship itself having a spectacular wartime career.

"The Flags of the World," published by Sidgwick and Jackson (price £6.95 hardback, £4.95 softback). The author Mauro Talocci is claimed to be the foremost flag expert in the United States. His up-to-the-minute guide covers 206 countries with more than 800 flags and 200 coats of arms.

"The Quarterdeck Ladder," by Showell Styles, published by William Kimber (price £5.95). The hero, Jeremiah Coghlan, was a real person, who in Nelson's navy achieved a meteoric rise from ship's boy to post captain. The author, himself a naval officer, has woven fact with fiction to produce a stirring tale.

"Goodbye Darkness," by William Manchester, A Second World War memoir now available as a Granada paperback. It is a much-acclaimed account of the Americans' Pacific-island battle against the Japanese.

Fleet that sank itself

AFTER reading a four-day-old copy of *The Times* newspaper, giving a somewhat misleading report, Rear-Admiral Ludwig von Reuter became the only man in history to give the order for the sinking of his own navy.

Thus, at Scapa Flow, on June 21, 1919, defeated Germany's fleet was sent to the bottom, the huge battle-wagons listing over, some pointing skywards, while steam and air hissed uproariously out of vents.

In "The Grand Scuttle," published by Hodder and Stoughton (price £9.95), author Dan van der Vat, a former foreign correspondent on the paper which sparked off the remarkable scene, tells the story of the Kaiser's creation of his futile fleet to the unprecedented salvage triumph in later years.

When Germany surrendered in 1918, the war rumbled on in words.

New ultimatum

The German fleet had sailed across to be interned at Scapa Flow, while the leaders argued about the peace terms, but it was June 16 of the next year that the Allies gave Germany a new ultimatum to accept by June 21 or face a renewal of hostilities.

What the German admiral did not know was that after his copy of *The Times* had been printed, his country got a new government who accepted the terms.

Debate on the confusion will doubtless continue for ever, but one thing is certain — the British knew from the start that there was a danger of the Germans scuttling their ships.

Their suspicions were alive until the very moment when the enemy ships began to go down, but somehow the Germans managed to mask their activities and carry out the admiral's orders.

Fifty-two vessels, from battleships to destroyers, went to the bottom on that fateful day, and seven are still there.

The eventual salvage of the sunken wrecks is a story in itself, but on June 21, 1919 the German Navy salvaged their honour.

There was sympathy for the act, even among the victors.

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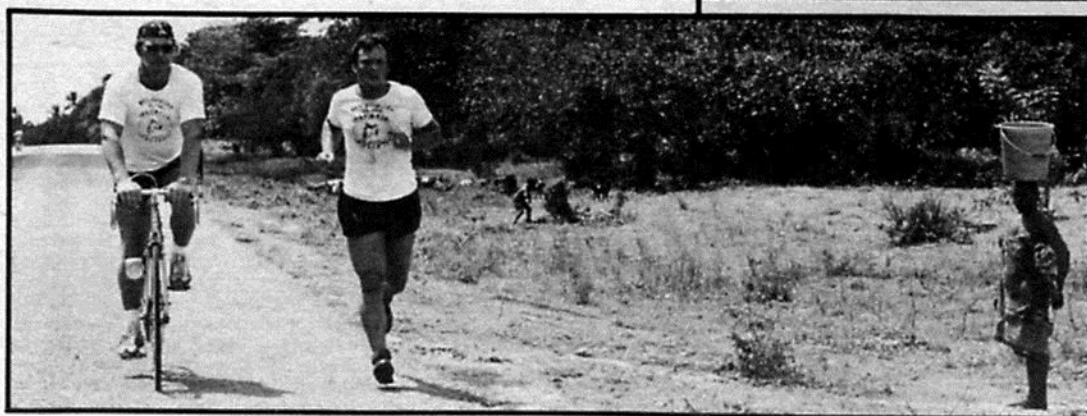
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Above — PO Paul Matthews, accompanied by CPO David Holden on the bicycle, was obviously an interesting sight for a local woman as he pounded along the Mombasa-Malindi road during the HMS Amazon sponsored marathon.

Right — HMS Amazon's Lynx helicopter releases a practice torpedo during an exercise vectored attack while on deployment in the Indian Ocean.

Pictures: PO(Phot) Tom Suddes

Amazon's run in the sun

TEN EXHAUSTED runners from HMS Amazon returned to their ship at 2100 on April 19 after completing a gruelling 150-mile cycling and running charity relay during the ship's Easter visit to Mombasa.

The event was staged while the frigate was taking a break from patrol duties in the Gulf of Oman.

Led by their commanding officer, Cdr. Ian Garnett, the runners left the ship at 0445 that morning and covered a distance of 152 from Mombasa to Malindi and back in a time of 13 hours 8 minutes.

Aim of the marathon was to raise funds for the ship's charity in Plymouth, the Woodlands School for the Physically Handicapped. About £400 was raised within the ship and more is expected from the ship's affiliated units, including the WRNS in HMS Raleigh, Sea Cadets at Hinckley and Canterbury, and Sea Scouts at Southampton.

In recognition of the ship's close liaison with the people of Mombasa, £100 was presented to the Port Reitz polio clinic to pay for three bed years.

After leaving Mombasa, the

Amazon resumed her Gulf Patrol with many interesting activities, including simulated tactical exercises, surface gunnery and exercise helicopter vectored attacks.

After a fortnight at sea, the Amazon paid a four-day courtesy visit to Dubai in the United Arab Emirates.

The Amazon later sailed for Singapore, arriving the day after the sad news of the sinking in action of her sister ship, HMS Antelope. The Amazon was relieved of Gulf Patrol duties so that she would be available to join the rest of the "Fighting Fourth" frigate squadron if required.

She had been due to take part in an exercise in the South China Sea with units from Australia, New Zealand, Malaysia and Singapore.

But New Zealand's generous offer to relieve a British Gulf ship with HMNZS Canterbury enabled the Amazon to return to Devonport at the end of June.

HELPING HANDS



Sultan pulls a gun on sponsors

Members of the 25-man HMS Sultan team who hauled this field gun from Gosport to Stoke Mandeville Hospital, Bucks, to raise more than £1,000 for the appeal fund. They are CMEM(M) Chatterton; POMEMs Finlay, Wilcock, Sayers and Emmonds; and MECH1s Henry and Clarke.

A week-long "gun run" by 25 men from HMS Sultan has raised more than £1,000 for the Stoke Mandeville Appeal.

The instructors and ratings from the Part II training department of the RN School of Marine Engineering, pulled a field gun from Gosport Civic Centre to the hospital for spinal injuries at Stoke Mandeville.

Sponsored by the Trustee Savings Bank, the team completed the course on June 4. Leaders

were CMEM Derick Pask, POMEM Pete Emmonds and POMEM Terry Sayers.

Earlier the Sultan men played a Radio Victory team in a charity football match in aid of the appeal. The result — 2-0 to Radio Victory.

Navy men with a feel for the past raised £320 for the Royal National Lifeboat Institution during a sponsored run across Devon.

The eight-strong St George Division of the Britannia Royal Naval College, completed the course from Bideford to Dartmouth along the Mariners Way, a path used by sailors two centuries ago.

To add a touch of colour they donned period costume for the 84-mile run. Led by their divisional officer, Lieut.-Cdr. Richard Waller, they completed the course in just over 11 hours.

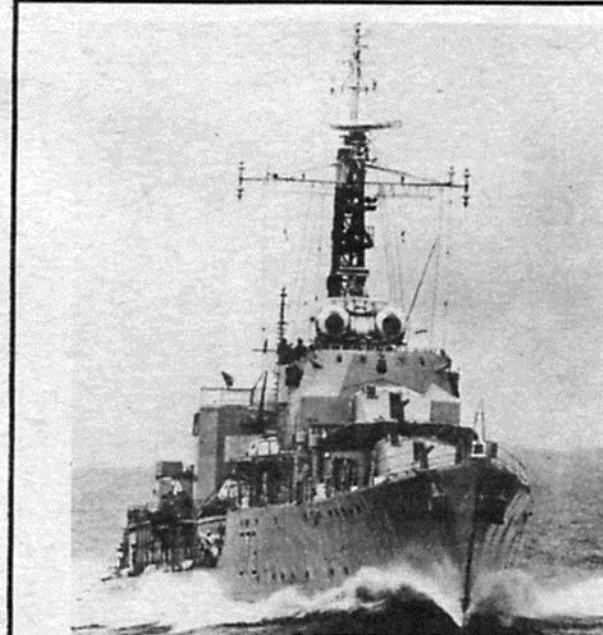
As another part of their contribution to Maritime Heritage Year, the St George men — the SD division at Dartmouth — helped to renovate a tug belonging to the Stroud Water Thames and Severn Canal Trust. They stripped and painted the vessel at Stroud, then moved it to Appledore in north Devon.

The Type 22 destroyer HMS Brazen is maintaining her traditional links with the Clyde area, despite her accelerated building programme. During contractors sea trials £100 was raised on board for the Erskine Hospital, a home for disabled ex-servicemen. The cheque was handed over by the ship's commanding officer, Capt. N. F. Dingemans, and CMEM George Compitus, who had led the fund-raising drive.

JACKPOT!



THESE ratings were really on the ball when they raised £250 to pay for a body scanner at Newcastle General Hospital. Pictured after their 36-hour snooker marathon at the Victory Club, HMS Nelson, are (from left) LCA Ian Roy, MEM Stuart Wilson, SAA James McKenna, LS David Whitehead, MEM Michael Phillips and Wren Suzanne Bottomley. Wren Bottomley and SA McKenna are on the staff of the Commander-in-Chief Naval Home Command; the others are from HMS Nelson.



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From Queen's Head to Diadem . . .

JUST OVER 14 years ago — in 1968 — Ted Smith, landlord of the Queen's Head, put an advertisement in the Luton News calling for support to start the Luton Branch. Eighteen responded and some are still very active members — though some in other places — including Ted Smith, Doug Gough, Len Nicholls, Nobby Clark and Bob Adams.

Now the Branch is over 500 strong and one of the biggest in the No. 6 Area. How was it achieved? By a lot of sweat, hard work and personal effort.

At first the branch met in various pubs and clubs, including the Dunstable Sea Cadet premises. Dunstable was then incorporated in the title, as it seemed better to widen the area. Membership crept up to 50 and in 1970 serious thought was given to acquiring premises.

The first attempt was to buy an old wooden office block in Iver which was going cheap to anyone who would "knock it down and cart it away." It took us months with hammers and crowbars, but we did it.

However, the project was not completed because a better idea came up. Some of our Chatham smooth-talkers managed to persuade the trustees of a family-type house in Crawley Green Road that the RNA would be excellent tenants for a small rental.

BRANCH SPOTLIGHT: Luton and Dunstable

Conversion was a mammoth DIY job. The entire membership met and appointed chippies, painters, demolishers, brickies and lackeys. Our ladies not only kept us well supplied with victuals but also took a hand in building tasks.

It was six months' hard work and the sad thing was that two of our hardest workers — Edna Charlton and Harry Ashby — crossed the bar just before completion.

Harry was the main brickie and had claimed the right of the first pint in the bar. He did not make it but we never forget him.

The big commissioning day was in May, 1976. The Naval Regional Officer — Capt. Poynter — christened the building as "The Diadem RN Association Club and Branch HQ." Luton had adopted HMS Diadem during the war. The conversion cost us £4,000 but we had over 200 members to help out and start using the bar.

For a while we sank back with our feet up but

soon bestirred ourselves to help our friends in the Royal Star and Garter Home. A sponsored walk to St Albans and back plus a 24-hour row on the River Lea made us all fitter and ended with £2,000 being presented to the Home at Caesar's Night Club — with Ken Dodd top of the bill.

Membership rose to 300. The bar became a bit cramped so we built another. Other Branches began to visit us and we felt successful. But we didn't forget that the RNA is much more than a club life. Branch nights continued to be held on the first and third Thursdays of each month. We saved for the British Standard and enough to finance a dedication service where the turnout from other branches was marvellous and we had the best parade ever held in Luton.

We still had to grow and extend the club further. We took professional advice but still did a lot of work ourselves. To achieve the next extension needed £45,000 which was partly raised by loans

from the brewery. Sadly, our able treasurer, Norman Bruce, passed over the bar as the work progressed.

In November 1981 the club extension was opened — another lounge, concert/dance area, car park, toilets, committee room, ladies room, etc. And further DIY efforts by shipmates produced an enlarged cocktail bar. The old bar then had to be refurbished and our club chairman, Brian Hyde, raised the cash for this by issuing loan shares to shipmates ready to put a few bob into the kitty. That work was completed in March this year.

It all goes to show what can be done when a few matelots pull together, and we are proud of the result. The RN Association is certainly on the map in Luton and Dunstable. We keep in close touch with the Luton Sea Cadet Corps, who incidentally use the old wooden building which we first salvaged from Iver. Other service associations are given facilities in our club and we are glad to see them.

All serving members of the RN, RM, QARNNS, WRNS, Reserves and all members of the Association and the clubs and branches are welcome to come and visit us — but it helps if you telephone Luton 20329 so that we can be sure that the welcome mat is dusted off.

OBITUARY

Shipmate Reg Spencer, Christchurch.

Shipmate Leslie Blunt, Wolverhampton, April 19, aged 53.

Shipmate Alan Hughes, Dartford, April 28, aged 74.

Shipmate F. C. Boniface, founder member Eastbourne, April, aged 90.

Shipmate J. Pooley, Eastbourne, April, aged 55.

Shipmate Andy Collier, Lowton, April 21, aged 61.

Shipmate F. K. (Nick) Carter, Manchester, May 13.

Shipmate Dick Davis, president and founder member Maidstone, aged 82.

Shipmate Gordon Horwood, Chester, April 21, aged 57.

Shipmate Bob Broomhead, Grimsby, May 16, aged 58.

RIVER and canal boat enthusiasts will be pleased to learn that a warm welcome awaits them at Stourport-on-Severn branch at the start of the Worcs and Staffs canal, 12 miles north of Worcester.

The new branch, which commissioned in January, already has more than 40 members, and it extends the same warm welcome to those who arrive on land. It meets in the Royal British Legion Club on the third

BRANCH NEWS

Thursday of each month.

According to Shipmate V. E. Lloyd, branch secretary, who admits he had never heard of Stourport until he moved there after leaving the Royal Navy, the town is well worth a visit. Ocean-going yachts and cruisers

go there to be refitted in the repair basins close to the town centre, which is also close to the ancient town of Bewdley, the Wyre Forest, and the West Midlands Safari Park.

Runcorn hosted No 10 Area conference attended by 150 shipmates who were welcomed by Shipmates Bernie Edwards (president), Don Finnetty (secretary) and Ron Morgan (chairman). Only six competitors out of 50 branches entered the standard bearers' area competition.

Results: 1. Shipmate Carruthers (Liverpool); 2. Shipmate Williams (Macclesfield); and 3. Shipmate Smith (Kendal). Cdr. John Knight of HMS Eaglet, Liverpool, judged the competition.

At conference the following day a welcome was extended to Capt. Jim Rayner of Headquarters, and his wife, and to Merseyside branch of the WRNS Association.

Dedication

The dedication of Aldenham standard will take place on July 18, at Aldenham Church, Herts. Any former members of HMS Aldenham who wish to attend will be very welcome if they contact Mr. S. G. Uzzell, 63 Goodyers Avenue, Radlett, Herts (telephone 09276 5615).

Shipmates of Grimsby and South Humberside mourn the loss of one of their best known members, Shipmate Bob Broomhead, who died while carrying out his traditional role of parade marshal at the Mayor's procession. Shipmate Broomhead had served as parade marshal at civic functions for the past 15 years, and had been an active member of the RNA since 1946.

Battersea gift

Families day at HMS Dolphin was enjoyed by shipmates of Purley who send their thanks, particularly to mess president FCPO G. M. Biggs, who made the WO's and CPO's mess available to the visitors. In last month's Navy News it was reported that £100 was donated to Belvedere House Seafarers Society. The gift was made by shipmates of Battersea at a party given by them and attended by members of Purley branch.

For the first time, Yeovil hosted No 4 Area meeting at which Shipmate Ron Tremlett handed over the area presidency to Shipmate Ken Kennett. The meeting was attended by area



"I'd go back tomorrow, crisis or no crisis!"

officials Shipmates Charles H. Thompson (chairman), Vera Bell (secretary), George Morell (treasurer) and delegates from 19 branches. Shipmates of Yeovil recorded their appreciation for the donation of £10,000 by the Royal British Legion for the welfare of members of the Task Force and it was agreed that members would give their assistance to any serviceman's family in need of help during the Falklands crisis.

Informative

A thank you from Chester to Royal Leamington Spa for hosting a seminar which proved both enjoyable and very informative, and particularly to the ladies' section for providing an excellent lunch. The advice and guidance given on planning and running a registered club by shipmates of Crewe, Stone and other branches was greatly appreciated.

It may be of interest to ex-HMS Totem submariners to know their boat's bell has found a new home in the bar foyer of Stone RNA Club, which also has the ship's bells of HMS St Vincent and HMS Saxifrage. The bell of HMS Totem was used as an alarm bell at Malkin Engineering in Stoke-on-Trent until Stone branch was approached to give it a new home. HMS Totem was a Thetis-class submarine sold to the Israelis, re-named Dakar, and subsequently sunk in mysterious circumstances in the Mediterranean.

Shipmates of No 3 Area turned out in strength for the laying up of Chichester's old

standard and the dedication of the new. Sixteen standards were paraded, and the salute was taken by Rear-Admiral Sir E. Rebbeck after a service held in the Sailors Chapel.

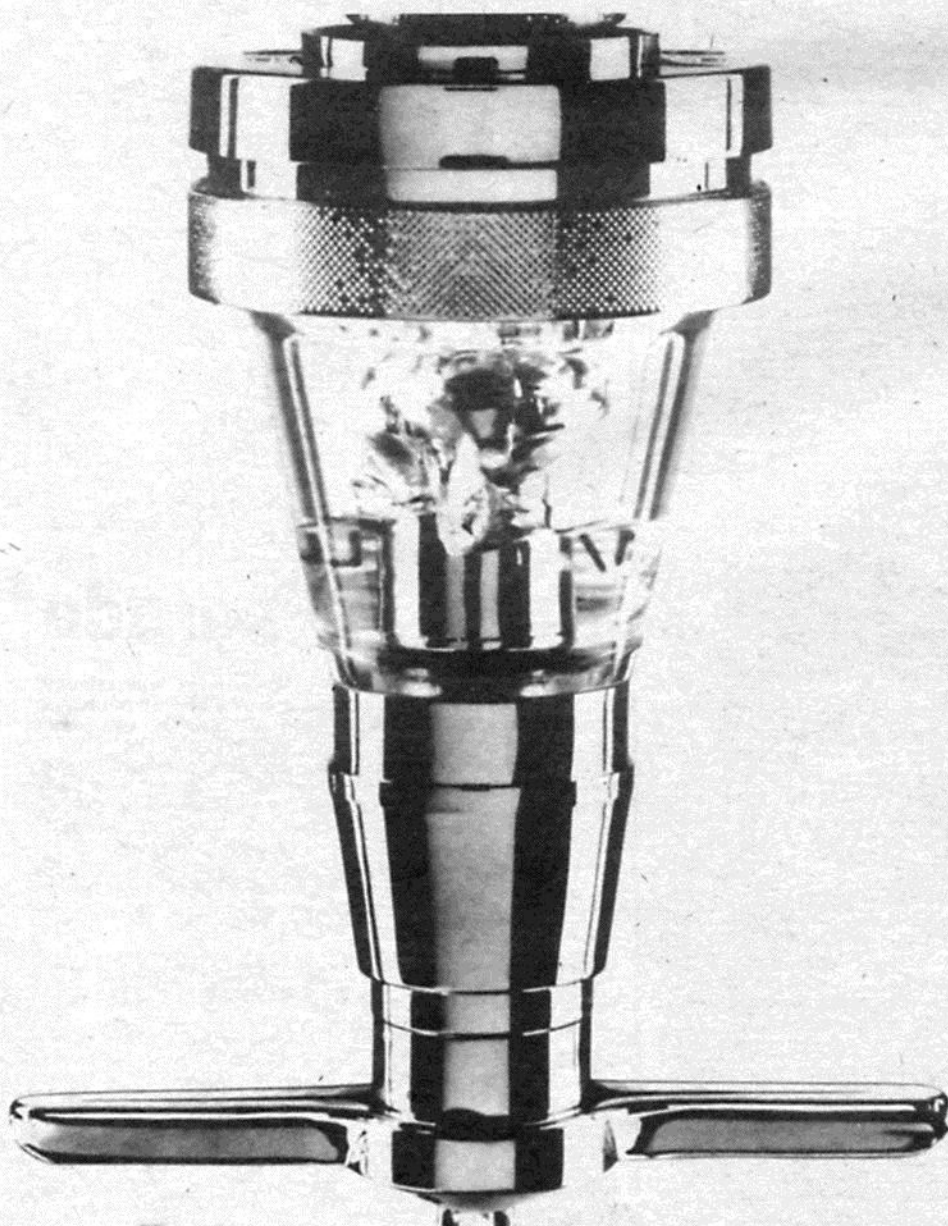
The ailing Penzance branch has been completely reorganised on a firm footing with a new committee and officers who meet at the Royal British Legion, Broad Street, Penzance, on the first Friday of each month at 7.30 p.m. Meetings are followed by a social evening attended by wives and members to which visiting shipmates are most welcome. For details of the branch contact Shipmate Peter Garnier (secretary), Orchard Cottage, Newlyn, Penzance (telephone 0736 68737).

Despite the recession, Stockton-on-Tees club is continuing on an even keel, with the premises being well used for social events including a tea dance and a fancy dress parade. Members offer their condolences to the men and families of HMS Sheffield. At the annual meeting the following shipmates were elected: John Boyle (president), Bill McGillicuddy (chairman).

Plaque

At a party to celebrate Newton Abbot's 25th anniversary an engraved oak and silver plaque was presented to Shipmate Bill Langridge (president) by Shipmate Jaunty May of Plymouth, who, when the branch was formed, was national council member No 4 Area.

● Continued in facing page



"It's got to be Gordon's."

CONFERENCE REPORT



CARDIFF SETS A RECORD

IT TOOK 25 years to woo shipmate delegates back to Cardiff but judging by the success of the 45th conference, held in the city's Crest (Centre) Hotel on June 11, they are unlikely to wait that long before returning again to Wales.

What the conference achieved in terms of work can be judged by the number of motions debated — 21 on the agenda plus five urgent motions, which sets a new record.

It was remarkable too in other respects — for the speed in which the day's business was completed and for the mood of agreement which prevailed among the 138 or so delegates throughout morning and afternoon sessions.

For the national chairman, Shipmate Alf Woonton, it was memorable — not just for the standing ovation given to him by delegates, but for the many tributes paid to him and the regrets expressed now that he is relinquishing his post.

HOSPITALITY

Alf, who was accompanied at conference by his wife Alice, is standing down as chairman of the National Council — a post he has continuously held for a period of eight years, longer than any previous holder of the post. He will continue to serve the Association as vice-president and president of No. 1 Area.

No. 7 Area hosted the conference, contributing a £600 cheque towards its cost, and the organisation and hospitality of the Welsh could not be faulted. Its success was in no small way due to the efforts of Shipmate Tom Davies, president of the area and National Council member, who worked hard to take the conference to Cardiff.

As a social event, it was a happy, relaxed and enjoyable

occasion enhanced by the presence of delegates' wives and those of headquarters staff, including Lady Pope, wife of the President.

As many delegates travelled to Cardiff on the Friday, returning home on Sunday, the conference provided a rare opportunity, after business was done, to "swing the lamp", hear some salty jokes, meet old friends, and make new ones.



Our Dave's home!

RNA branches were well represented on the quay at Southampton on June 11 when more than 600 sailors from Task Force ships arrived in the QE2. One of the biggest contingents — from Tamworth — gave a rousing welcome to Leading Seaman Dave Hilton, an HMS Antelope survivor. All were members of his family and that of his fiancée, Jackie Singleton. The couple (foreground), who were due to have been married on June 5, share their reunion joy with the rest of the Midlands welcoming party in this happy picture taken by LA(Phot) Stuart Antrobus.

£6,000 FOR FUND

ADMIRATION for the professionalism and sacrifices of Her Majesty's Forces serving in the South Atlantic — and concern for the bereaved — dominated the mood of the Royal Naval Association Conference in Cardiff.

An unopposed urgent motion by the National Council voted that £6,000 from the Association's central charities fund be donated to the South Atlantic Fund, to be divided equally between the KGFS and the RNBT.

How branches could help the bereaved was also discussed. The President drew delegates' attention to the "splendid work" being

done by Swindon branch for injured servicemen at the Princess Alexandra RAF hospital at Wroughton, and encouraged other branches to support Swindon's effort.

That the wishes of relatives, who wanted the bodies of those

killed in the Falklands returned to the United Kingdom, should be honoured, was proposed in an urgent motion by Reading branch.

In the debate which followed, at times emotional, the mood of the floor, though in sympathy

with the relatives, was swayed by the hard realities involved in transporting remains 8,000 miles. The motion was defeated.

Pertaining also to the Falklands crisis was the urgent motion by Harrogate branch, which was agreed. It proposed that the Association's bye-law defining the eligibility of Naafi personnel for full membership of the association be extended to cover periods of active service such as in the South Atlantic.

The motion by Hounslow that members of the association 'lobby their MP's over Fleet cuts' was overtaken by an urgent motion by the National Council confirming the association's firm view on the need for a strong Navy and a review of HM Government's decision to reduce the size of the Fleet.

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There was full support for the motion and the strong recommendation that at least three carriers including HMS Invincible, be retained.

Fine rhetoric by Irish delegates won overwhelming support for the proposal by No. 12 (Irish) Area that the Headquarters of the RNA should be located in London. A motion by Kingsbury and Kenton branch that the golden jubilee of a branch should be recognised by the presentation of a scroll or plaque at Reunion was also carried.

The most surprising motion of conference was the urgent one by Farnham branch that membership subscriptions be raised by 50p. While the motion was a pleasant surprise to the President and members of the National Council, it had little support from the floor.

One of the most interesting motions, proposed by Cambridge, suggested that the National Council discuss the workings of the Association and if in their view a review of the organisation was necessary a sub-committee should be instituted to carry out a study of the organisation, a motion which was carried overwhelmingly.

Branches

(From facing page)

There were other long service awards for members of the ladies committee and for Shipmate C. D. Lewes, founder secretary. The dedication of the branch standard was a memorable day, with 27 standards paraded to music by the Royal Marines Band, Lymington and the Bridgwater Sea Cadets band. The salute was taken by Cdr C. C. Walker, Britannia Royal Naval College.

Truro in Cornwall are sponsoring two members of their local Sea Cadet unit in the Tall Ships Race, which starts from Falmouth in July. Thanks to the generosity of two members they have already raised £1,000 in sponsorship.

A printing error in last month's Navy News robbed Christchurch of the honour of claiming Shipmate Eric Barnes the winner of No. 4 Area standard bearer's trophy.

Despite the annual invasion of Mods to Scarborough, the RNA branch and club continue to thrive and extend a welcome to all shipmates visiting the area this summer. New branch president is CPO G. Lancaster, a serving member of the Royal Navy. Hopes are that membership will top 700 very soon.

The above was the last despatch received from Shipmate Harry Cammish, whose sudden death was a tragic blow to Scarborough branch and to his many friends. Harry's wish to bring the Briggs Dirk back to Scarborough was fulfilled at conference... he was sadly missed.

CORNISH PRIDE



Having been involved as president of Helston branch since its formation in September 1980, Capt. R. C. Dimmock, commanding officer of RN air station Culdrose, displays their new branch standard, dedicated at Culdrose. With him from left are POWREN Kate Dalglish, Shipmates Nobby Clarke (Luton and Dunstable), John Barnes, Pete Broadhead (standard bearer), Pop Pearson, Jim Williams (Doncaster) and Barney Hogg.

Impressive parade

THE PARADE and service of dedication on June 12, when the old standard of No. 7 Area was laid-up and a new standard dedicated in the 15th Century church of St John the Baptist, was most impressive.

Guests at the ceremony included the Lord Lieutenant of Mid, South and West Glamorgan, Sir Cennydd Traherne, and Lady Traherne, and the commanding officer of HMS Cambria, Cdr. N. Lloyd-Edwards RNR. The service was conducted by the Rev. Peter G. Lewis, honorary chaplain of the Cardiff branch.

After the service the parade marched to the City Hall, where the salute was taken by the Lord Mayor of Cardiff, Coun. Philip Dunleavy.

Top recruiters

THE FOLLOWING awards were presented by the President to the branches and the area which had recruited the most members in 1981:

President Briggs Silver Bowl for branches with fewer than 30 members — Chatham. Briggs Dirk for large branches — Scarborough. Sword of Honour for Areas — No. 5 Area.

Results of the standard bearers competition were also announced,

the winner being Shipmate Bill Carruthers (Liverpool) who takes over as national standard bearer, regaining the title after two years. Runner-up was Shipmate John Williams (Macclesfield); third, Shipmate R. Smith (Greenford); and fourth, Shipmate Bob Scollick (Sittingbourne).

In the open section Shipmate Smith (Greenford) tied for first place with Shipmate Rushton (Harrogate).

Warships stand by in ferry alert

TWO warships working up in the English Channel went to the aid of a Townsend Thoresen ferry following an explosion in her engine room.

The new Type 42 destroyer HMS Southampton and the Leander-class frigate HMS Naiad interrupted their programme on May 10 to administer to the cross-Channel ferry Free Enterprise II.

AIRLIFT

Two injured crewmen were airlifted to the burns unit at Odstock Hospital by a Search and Rescue Wessex helicopter currently operating from Portland. In the event the Naiad's help was not needed and the Southampton escorted the ferry into Portsmouth.

HMS Naiad sailed for sea trials on April 3 after undergoing a prolonged period of engine repairs at Rosyth. Despite long hours at Portland, 15 members of the ship's company took part in the Plymouth Marathon on May 23 to raise funds for the children's ward of Kingston - upon - Thames Hospital.

Anti-sub prize for Battleaxe

HMS BATTLEAXE has been awarded the Plessey anti-submarine warfare efficiency trophy for 1981. Capt. David Nolan, commanding officer of the Battleaxe, received the trophy from Rear-Admiral R. W. F. Gerken, Flag Officer Second Flotilla.

The award, a silver plate engraved to depict a Type 22 frigate "chasing" a submarine, rewards the Royal Navy ship making the greatest contribution to anti-submarine measures during the year.

Teenagers give a thumbs-up to the Navy

YATS (Youth Adventure Training Scheme) THE WAY TO DO IT

LIFE with the Royal Navy and the Royal Marines is great. That was the verdict of the first batch of youngsters to spend three weeks in HMS Raleigh as guests of the Navy under the Government-sponsored Youth Adventure Training Scheme (YATS).

Sixty-eight teenagers between the ages of 16 and 18 started the course in May — and the majority thought that the worst part of it was going home afterwards.

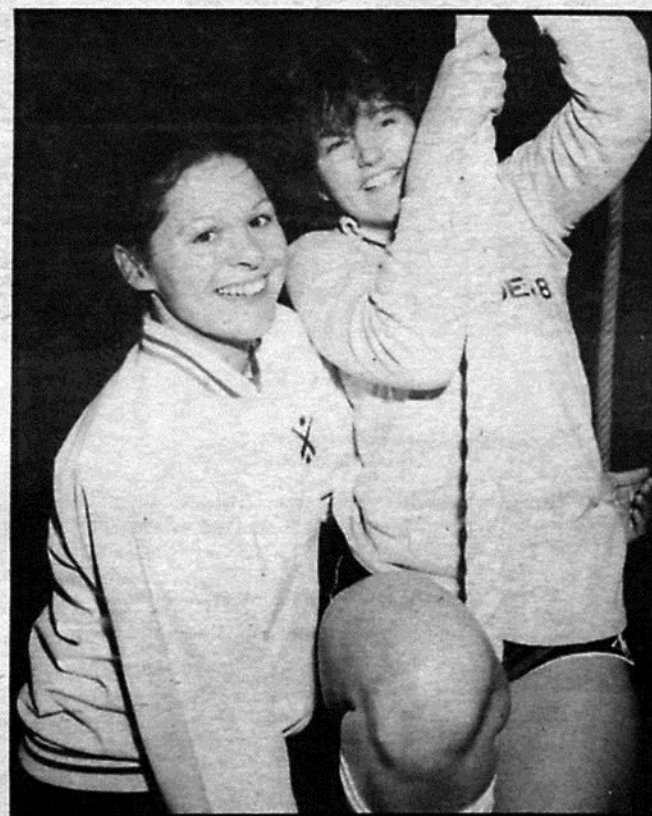
The 68 were the first batch to sample naval life under the scheme, which is aimed at developing the adaptability and self-confidence of unemployed youth.

They were involved in swimming, sailing, rowing and fitness training, and spent the last week on Dartmoor under the supervision of the Royal Marines. They also had a day at sea in the recently-commissioned Fleet tender HMS Mentor.

During the Dartmoor expedition the boys and girls spent three nights in bivouacs made from ground sheets. They

were instructed by Royal Marines from Lymington in survival techniques and camp craft, and got a chance to do some climbing and abseiling.

Lieut.-Cdr. Roger Stewart, Raleigh's Youth Adventure Training Scheme officer, told Navy News that the first course had been very successful. At the end of it, a questionnaire filled in by the youngsters revealed that most



Picture: PO(Phot) Mick Cunningham.

of them thought the course was too short and that they were sorry to be going home.

The Dartmoor expedition was voted the best part of the course.

Twelve more courses are planned for Raleigh during the summer.

LWPT Heidi Greenwood lends a helping hand to Catherine Sentence (18) during a work-out in the gymnasium at HMS Raleigh.

Queen's awards for Melpol mercy fliers

TWO Sea King crews have been awarded Queen's commendations for their bravery in saving 28 crewmen from a storm-tossed, blazing freighter.

The six officers and two

ratings were members of 737 Squadron flying from the helicopter support ship RFA Engadine.

Queen's Commendation for Valuable Service in the Air goes to Lieut.-Cdr. David Rutherford Larmour, Lieut. John

Desmond Connell, Lieut. Andrew Timothy Healey, Lieut. Matthew Paul Jennings, Lieut. Martyn Reid and Sub-Lieut. Richard John Churchley.

POACMN Kevin John Matthews and LACMN Paul Thomas Newman — winchmen in the helicopters — have been awarded the Queen's Commendation for Brave Conduct.

In a 30-knot wind, driving rain and rough seas, the Sea Kings won the crewmen from the 5,000-ton blazing cargo ship Melpol, adrift in mid-Channel on the night of

December 7-8. They only had the light of the ship's blazing superstructure to guide them.

Later the helicopters landed a boarding party from the Engadine to control the fire.

Art gift

HMS Southampton's commanding officer, Capt. H. G. de Courcy-Ireland, had presented a pen and ink picture of the Royal Navy's six Southamptons to Vosper Thornycroft, the ships' builders. Artist is CPO Steven Osborn.

Lifesaving bid by officer

A ROYAL NAVY officer who took swift and determined action in an attempt to save the life of a road casualty has been awarded the Commendation of the Flag Officer Portsmouth, Rear-Admiral Anthony Tippet.

Lieut. Stuart John Ellins, cycling in Portsmouth Naval Base, stopped at the scene of the accident in which a workman had sustained a serious head injury.

By the use of mouth-to-mouth resuscitation and heart massage, Lieut. Ellins twice restored the man's breathing before an ambulance arrived. Unfortunately, the workman died later in hospital.

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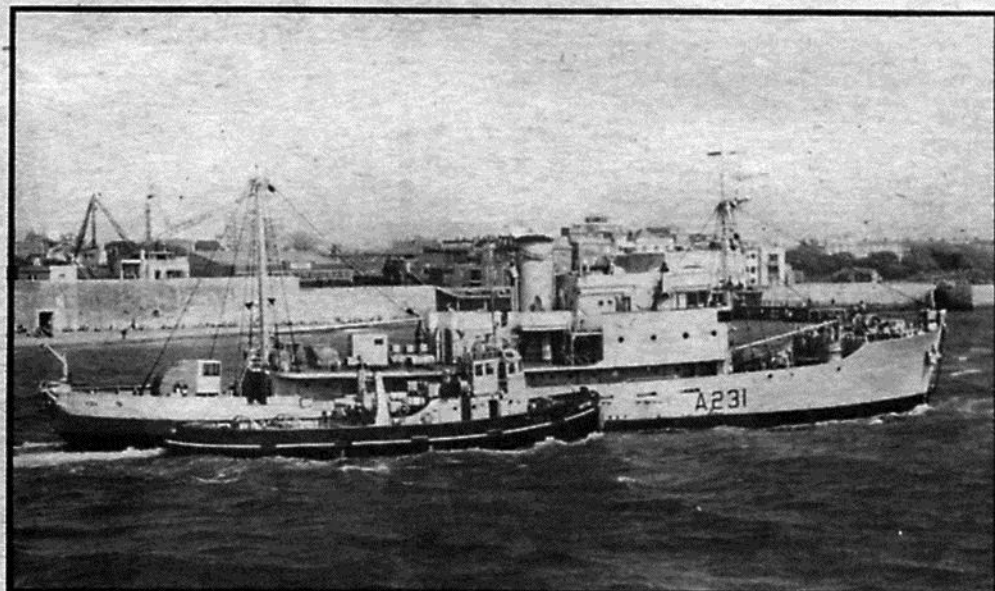
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RECLAIM NO MORE

HMS RECLAIM, pictured being towed from Portsmouth on May 11 by the tug Pulwell Delta. The former naval diving support ship was bound for Belgium for breaking up or possible use in the North Sea by a commercial diving and salvage company.

Until her sale, the 34-year-old Reclaim had been the Navy's longest-serving ship. She was twice involved in world record dives, located the sunken submarines Truculent and Affray, and recovered the wreckage of many crashed aircraft and helicopters.

GALATEA TAKES PRECEDENCE . . .



Picture: LA(Phot) Danny du Feu.

HMS Galatea sails past HMS Rooke on her way back into harbour at Gibraltar — a simple enough evolution, but one which on this occasion posed a tricky question of ceremonial procedure. It happened when the commanding officer of HMS Rooke, Cdr. Tony Harris, was appointed in command of HMS Galatea while she undertook sea trials following her refit in Gib. Which was the senior ship, and who should pipe whom first? In the event, Rooke piped the Galatea back into harbour.

Top prize

ADVERTISEMENTS for the Royal Marines and Fleet Air Arm have won a Blue Riband trophy in Express Newspapers' first recruitment advertising awards.

The trophy, presented at a London ceremony, went to Young and Rubicam for their advertisements for officers for the Royal Marines and Fleet Air Arm.

Hon. Fellow

EXPERIENCED expert in survival at sea, Surg.-Cdr. F. St C. Golden, has been elected an Honorary Fellow of the Nautical Institute for his outstanding contribution to naval medicine and science.

CLIFF-TOP SUSPENSE FOR THE BIG SHOW

A DEATH-DEFYING cliff assault display by the Royal Marines and the ever-popular field gun run by Royal Navy ratings are among the highlights of the Royal Tournament, which opens at Earls Court on July 14.

Field gun crews from Portsmouth, Devonport and the Fleet Air Arm will vie with each other throughout the tournament to achieve the fastest run.

This year's show has an Army theme, with the music being provided by Army bands — including that of the Women's Royal Army Corps.

International performers include the Queens Guard Drill Team from Rutgers University, New Jersey; the Horsemen of Pakistan; and a team from the US Navy which will take part in an inter-service tug-of-war.

SEAT PRICES

Seat prices range from £2.50 to £9.50 with a ten per cent. discount for groups of ten or more in certain seats and for certain performances. There are two performances daily at 14.30 and 19.30, the final show being held on July 31. There are no performances on Sundays and no matinees on Mondays.

Tickets are available from the Royal Tournament Box Office at Earls Court Exhibition Centre, Warwick Road, London, SW5 9TA, or by ringing 01-371-8141.

The pre-Tournament public runs by the field gun crews of the three Commands were taking place at 19.00 on July 1 and 8 at HMS Drake (Devonport).

Royal Tournament Preview

HMS Daedalus (Fleet Air Arm) and HMS Excellent (Portsmouth).

Three runs took place in June at both Daedalus and Drake, while four displays were held at Excellent. Each crew makes two fast runs and one slow run at every performance, backed by supporting attractions.

Below are the details of the field gun runs at Earls Court. The first-named team of each pair runs on the Royal side of the arena.

(P denotes Portsmouth, A Air and D Devonport)

July	Afternoon	Evening
14	D v P	A v D
15	P v A	D v P
16	A v D	P v A
COMPETITION STARTS		
17	P v D	D v A
19	No perf.	A v D
20	A v P	P v D
21	D v A	A v P
22	P v D	D v A
23	A v P	P v D
24	D v A	A v P
26	No perf.	P v A
27	D v P	A v D
28	P v A	D v P
29	A v D	P v A
30	D v P	A v D
31	P v A	D v P

IN BRIEF

IN PLACE of Rosyth Navy Days, cancelled because of the Royal Navy's commitments in the South Atlantic HMS Caledonia is holding an open day on July 3. The event will incorporate the annual naval base bazaar and other attractions that would be part of Navy Days.

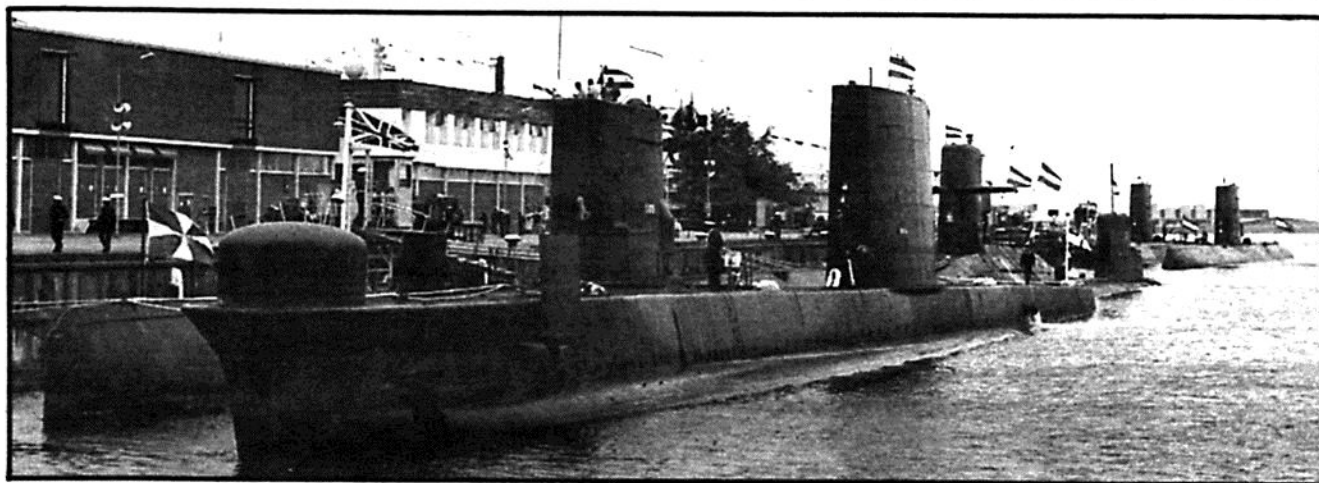
AB (R) Nicholas Horst was presented at Seaford Park with a tankard from the Herbert Lott Naval Trust Fund for dedicated service to the Royal Navy. The award marks his "meticulous, reliable and industrious" work during his time serving in HMS

Caledonia open day

Exeter, and his contribution to the ship's diving team and charity activities.

DUE TO "unforeseen circumstances" 737 Naval Air Squadron will not now be disbanding as planned, and the disbanding dinner planned for July 30 at RN air station Portland has been postponed.

Opossum joins party



HMS Opossum (foreground) pictured at Den Helder with submarines from the Dutch and Norwegian navies. The Gosport-based patrol submarine visited the Dutch naval base to celebrate the 75th anniversary of the Dutch Submarine Service. She arrived flying the flag of Flag Officer Submarines, Vice-Admiral Peter Herbert, who was introduced to Queen Beatrix of Holland during the celebration ceremony.



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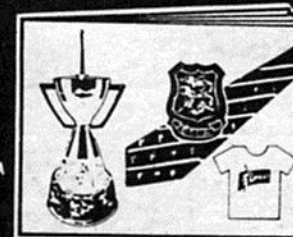
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Headmaster: D. J. A. Cassell Esq. (I.A.P.S. Dip. Ed.)
Deputy: M. L. Corney Esq., M.A. (Kemble College, Oxford)
Chairman of Governors: J. M. Donner Esq.
Number of pupils: Prep School 140. Pre-prep 40
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St Michael's was founded in 1832 and moved first to Uckfield and then in 1941 to Devon. Tawstock Court is a Neo-Gothic mansion set in 60 acres overlooking the beautiful Taw valley. The school is a member of I.A.P.S. and I.S.I.S. and is a Charitable Trust administered by a Board of Governors.

The teaching staff consists of nine masters and three mistresses all of whom are qualified and a full-time Director of Music. Four Matrons assist in the general care and welfare of the children and the Headmaster's wife has responsibility for catering. Day children are accepted but only if under eleven.

Children are able to make full use of the grounds for riding as they may have their own ponies and also have bicycles in the summer when they also go camping. Recent developments include craft rooms, a dining-room/theatre, all-weather sports areas, a dressmaking centre, a computer room and changing rooms. All children can undertake Outward Bound activities including rock climbing, abseiling, canoeing and orienteering, and can learn shooting and to swim in the heated pool. P.E. forms part of the curriculum and hockey, squash, badminton, fives, athletics, netball, rounders and tennis are played as well as rugby, soccer and cricket. Senior children learn ballroom and country dancing and importance is attached to creative work in art/craft, carpentry and drama. Tuition is available for all musical instruments and there are two school choirs.

Children are prepared for all public schools and scholarships are regularly gained including recently to Allhallows, Blundell's, Canford, Cheltenham Ladies' College, Kelly, King's Taunton, West Buckland and Winchester.

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Prospectus, fees and other details from the Secretary (Admissions).



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The girls' houses are separate, as are their P.E. and sports arrangements, but for everything else, classes, meals, clubs, hobbies and expeditions the boys and girls meet on equal terms.

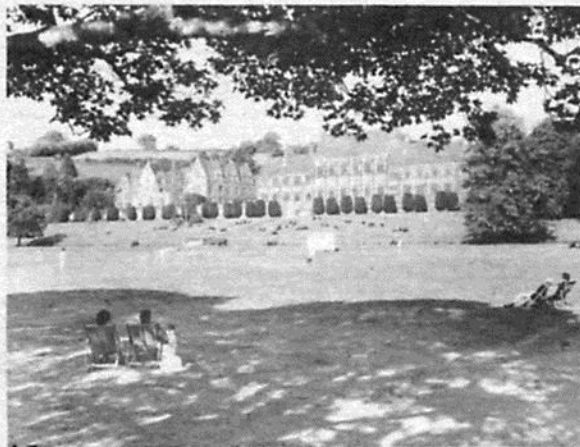
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INSIDE JOB!

**Falklands
Task Force**



Hermes stokers in big clean-up

IN THE South Atlantic, 8,000 miles from home and more than 60 days since a sight of land, engineers in the carrier HMS Hermes have successfully completed a job not carried out for many years — a complete washdown and descaling at sea of her four main boilers.

It involved closing down the boilers in pairs while young marine engineering mechanics crawled inside the boilers — and while the ship was still in range of Argentine missile-armed aircraft.

By selective operation the ship can steam on the remaining boilers at launching speed for the Harriers.

Inside each boiler a glimmer of torchlight now reveals a brick-lined metal room, in which the newly-scrubbed steel tubes meet like rafters in an attic. Thick sludge has been washed into the sump, from where it has to be dug out and hauled up to be discharged over the ship's side.

SATISFACTION

The whole job completed in record time and, said one of the boiler room chiefs, has given the young stokers a tremendous sense of purpose and satisfaction at being able to wield spanner and chisel in a task normally undertaken by specialists alongside the dockyard wall. This operation in the Hermes

— one of the older ships — illustrates the untiring efforts of crews of the huge Task Force to maintain ships' endurance thousands of miles from home.

A platoon of HMS Hermes' ship's company went ashore on the Falklands in support of the land forces.

Cooks, mechanics, stewards — volunteers from all departments of the ship, under the command of a supply officer — form a part-time unit to perform necessary military duties for the Hermes.

Normally the Blue Berets, who practise small arms drill and undertake some infantry training, would be used as boarding parties, giving aid to the civil authorities, or assisting with disaster relief.

On the Falklands the Hermes Blue Berets were put to work guarding prisoners, thereby freeing front-line troops.

On June 21 Navy News received this message from the Hermes to be passed on to all wives, girlfriends and families of the ship's company: "Thinking of you all. Love and best wishes. Officers and ship's company, HMS Hermes."



Sidewinder missiles being loaded on to Sea Harriers on Hermes' flight deck.

BUSY 'ELEVENTH'

FROM fishing vessel, to Government survey ship, to minesweeper auxiliary, to stores ship — these are a few of the roles which have been keeping HMS Farnella busy.

Operating in the South Atlantic, the Eleventh MCM Squadron carried out the transfer of 3,000 troops and their equipment from the Queen Elizabeth 2 to the Canberra. Having completed the mammoth task, the Farnella and sister ship HMS Northella have been working round the clock transferring

stores from merchant ships to RFAs.

Visits were made to the former South Georgia whaling stations of Leith, Stromness and Grytviken.

824 'A' challenge

TWO Mark 2 Sea Kings and nearly 50 officers and ratings — 824 Squadron A Flight — sailed from Plymouth in RFA Olmeda "as an alternative to Easter leave."

"We were in the first group of ships to enter the Total Exclusion Zone on May 1 and, apart from a three-day 'run ashore' on East Falkland by half the flight shortly after the landings, we have been here ever since," they report.

"Nothing spectacular has happened to us, but we have maintained excellent serviceability and flown an unprecedented number of hours, mainly on anti-submarine, surface search and load lifting tasks. One HDS sortie lasted 9.30 hours. Can anyone better this?"

ROLL OF HONOUR

ROYAL NAVY deaths and presumed deaths in the South Atlantic deployment include the following:

Ian M. Boldy. AB(R). HMS Argonaut. May 21.
Matthew J. Stuart. S(M). HMS Argonaut. May 21.
Gordon W. J. Batt. Lieut.-Cdr. HMS. Hermes. May 24.
Brian Marsden. NA(AH)1. HMS Invincible. June 16.

The following are among members of the Royal Marines who died in the South Atlantic:

Kenneth D. Francis. Lieut. May 21.
Andrew P. Evans. Sgt. May 21.
Brett P. Giffin. LCpl. May 21.
Michael D. Love. Cpl. May 21.

Roger Enefer. Sgt. May 27.
Peter B. McKay. LCpl. May 27.
Colin Davison. Mne. May 27.
Stephen G. McAndrews. Mne. May 27.
Kenneth Evans. Cpl. May 27.
Richard James Nunn. Lieut. May 28.
David Wilson. Mne. May 27.

Ian N. Hunt. ASgt. June 2.
Paul David Callan. Mne. June 10.

Robert A. Leeming. Sgt. June 11.
Andrew B. Uren. Cpl. June 11.

Peter Ronald Fitton. Cpl. June 11.
Keith Phillips. Mne. June 11.
Jeremy Smith. Cpl. June 11.

Laurence G. Watts. Cpl. June 12.

Gordon Cameron MacPherson. Mne. June 12.
Michael John Nowak. Mne. June 12.
Ian Frank Spencer. Cpl. June 12.

Further South Atlantic deaths are recorded in this issue with reports of ship losses.

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ROYAL NAVAL BENEVOLENT TRUST

Voice of a hero

THIS IS Ken Barron — the former CPO telegraphist who, as we reported earlier this year, has been given his "voice" back with the help of the Royal Naval Benevolent Trust.

And it has emerged since our "Words of comfort" story in the April issue that Ken, on the left of the picture, has a distinguished record of service in the Second World War.

He was awarded the Distinguished Service Medal in 1939 after a brilliant war patrol in HM submarine Salmon, in which a German U-boat was destroyed and at least one enemy cruiser torpedoed.

In 1946 he was awarded the BEM for distinguished service in the Far East.

Ken left the Navy in 1948 after 21 years' service, joined Portsmouth naval base as a diagnostician, and retired in 1975, only to discover he was suffering from cancer of the larynx.

Surgery was the only answer, and Ken lost his speech. This did not cause him too much concern because his wife spoke for him. But when she died last October, Ken found himself with mobility and communication problems.

He eventually had to relinquish his flat and is now living at Bury Lodge Nursing Home, Gosport.

It was recommended that he obtain a speech vibrator, but the cost was outside his reach. And that was when the RNBT stepped in with a £350 grant.



Ex-submariner Ken Barron pictured at Bury Lodge with CMEM(L) H. C. Macartney, chairman of the RNBT Grants Committee. The old photographs are of HMS Salmon and her crew after her famous war patrol. Picture: Wren(Phot) Frances Southway.

Raising the roof!

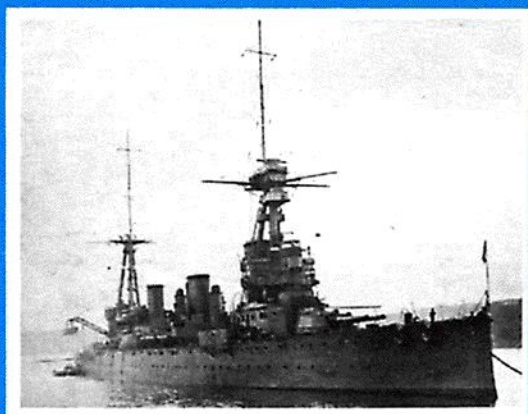
AN 83-year-old war widow still has a roof over her head ... thanks to prompt help from the RNBT.

The widow, whose petty officer steward husband died on active service in 1943, was faced with the prospect of losing her home when she became unable to keep up repayments on a £1,000 loan arranged on her behalf to pay for urgent roof repairs.

After she approached the War Pensioners' Welfare Service, the Trust was asked to help — and did so with an immediate grant of £200. Contacts with other organisations resulted in a further £520 being raised, enabling the loan to be cleared and relieving the widow of her anxiety.

She later wrote to the RNBT: "I wish to express my grateful thanks for your kindness, enabling me to clear the bank loan. It has taken a great weight off my mind."

RNBT



THE IDEA of the men of the Fleet having their own benevolent fund originated on board this ship — HMS New Zealand — in 1915. This led to the formation of the Grand Fleet Fund. Now, the successor to that Fund is celebrating its 60th anniversary.

● HMS New Zealand, a battle cruiser of 18,800 tons, with eight 12in. guns, was presented to the Royal Navy by the country which bears her name. Launched in 1911 and sold in 1922, she served at Jutland, Heligoland and Dogger Bank.

RNBT

Applications for assistance to the Grants Committee: 2a Tipner Road, Portsmouth, Hants PO2 8QR.

General inquiries to Head Office: High Street, Brompton, Gillingham, Kent ME7 5QZ.

60 years of practical aid

THIS YEAR the Royal Naval Benevolent Trust, of which the Queen and the Prince of Wales are patrons, celebrates its 60th anniversary.

The origins of the Trust can be traced back to the First World War, when sailors began to express concern about their future welfare and dissatisfaction with lower deck conditions.

In 1915 HMS New Zealand set up a fund for the benefit of those on board and a year later Admiral Sir John Jellicoe, Commander-in-Chief of the Grand Fleet, took the helm and steered the new self-help movement to encompass the whole Navy, with a meeting on board HMS Iron Duke.

His Grand Fleet Fund, managed by the sailors themselves, did a fittingly grand job; but as the nation fell on hard times, demand began to exceed supply and the coffers were emptying.

With the Fund in danger of capsizing, the Admiralty decided to develop its ideal and became a prime mover in the creation of the RNBT.

Historic

A Royal Charter was granted by King George V on May 2 1922 and the Trust became the central benevolent organization for the men of the Royal Navy and Royal Marines who, in accordance with the principle established by Admiral Jellicoe, were entrusted with its administration.

Despite its lack of pomp, ceremony or publicity, the first meeting of the Central Committee, the Trust's governing body, on July 20 of that year was an historic occasion — for even today, in this democratic age, no other Service has an organisation quite like the RNBT.

The toll in the South Atlantic has jolted the nation and brought home the fact that we still have to rely heavily on the Royal Navy. The RNBT is informed of all casualties; letters of sympathy go to the recorded next-of-kin or

dependant and the helping hand is extended. It has only to be grasped.

The Trust is also told of men who are invalided — and again, communication links are established so that at any time in the future, they can turn back to the organization if they need help.

During the financial year which ended on March 31, the Trust's Grants Committee in Portsmouth dealt with 3,840 such pleas for help. In 2,660

instances, grants totalling £236,999 were made; in addition, there were payments of £123,436 under the regular allowances scheme.

So in its field of benevolent activities, the Grants Committee allocated a total of £360,435 — nearly £7,000 a week.

From the aftermath of the Great War to the tragedies of the South Atlantic in the 1980s, the RNBT has been ready and able to help.

FUND BIRTHPLACE



HMS Iron Duke, pictured in 1921: A meeting on board in the First World War resulted in the creation of the Grand Fleet Fund, forerunner of the Royal Naval Benevolent Trust.

HALF WAY

IN the RNBT's diamond jubilee year another anniversary is being celebrated — the 30th birthday of Pembroke House, the Trust's home for aged naval men at Gillingham.

A garden party planned for July 28 has been postponed as a result of the Falklands crisis, but residents will be invited to "Splice the Mainbrace" on that day.

Ditched pilot would not surrender

THANKS TO determination to avoid capture, and a painstaking eight-hour SAR operation by Sea King helicopters of 820 Squadron, an RAF pilot got back to HMS Invincible after his Sea Harrier had been shot down over the Falklands.

The pilot, a member of 801 Squadron, was returning from patrol when his Sea Harrier was hit by a surface-to-air missile. He ejected safely and, after climbing

into his dinghy about five miles offshore, made a brief transmission with his personal locator beacon.

Then he saw enemy aircraft and, knowing the Argentines would be looking for him, switched off the beacon. Although cold, wet and tired — and with night coming on — he was determined to face a long, and possibly hopeless, wait for rescue by the British.

ENEMY COAST

But, unknown to him, his brief transmission had been heard by a Task Force frigate and aircraft. After a rough position was established, a major SAR operation started more than 150 miles from the Invincible, and close to enemy coastline.

This was entirely visual, but by next morning the operation, involving four Sea Kings, proved successful. The aircraft piloted by Lieut.-Cdr. Keith Dudley, senior pilot of 820 Squadron, saw a small strobe of light, the only indication of the ditched pilot's presence.

Royal days

SEVERAL Royal visits to naval establishments have taken place in recent weeks, including those by Princess Anne to HMS Dryad and HMS Centurion, by Prince Charles to the Admiralty Surface Weapons Establishment at Portsmouth Hill, Portsmouth, and by Princess Alexandra to Britannia Royal Naval College, Dartmouth.

Princess Anne was met in sunny Dryad by Capt. A. R. Barnden, Captain of the School of Maritime Operations, and greeted by a Royal Guard of 48 under the command of Lieut.-Cdr. David Whitehouse.

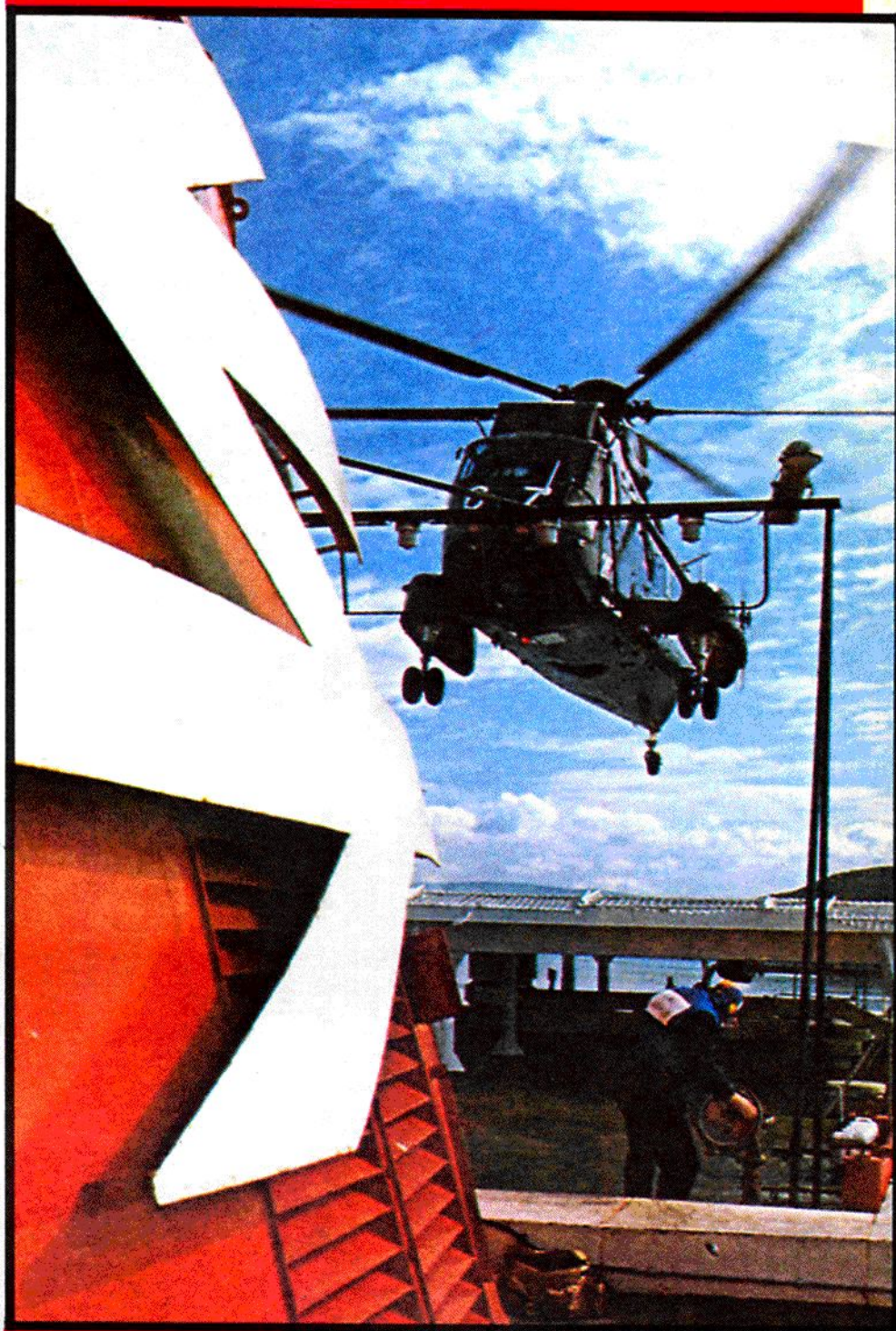
The Princess toured the establishment, talked to many of the personnel and their families, and planted an Empress tree to mark her visit. This ceremony was carried out to a musical accompaniment provided by the Dryad Volunteer Band.

The visit ended with Princess Anne taking tea in the Wrens' quarters.

Princess Alexandra's visit to Britannia Royal Naval College was to take the salute at Lord High Admiral's Divisions when 253 officers under training passed out of the college.

Princess Alexandra presented the Queen's Sword and four Queen's Telescopes to top officer cadets. Some of those who passed out are now serving in ships in the South Atlantic.

'The helicopter now arriving at platform . . .'



Picture: LA(Phot) Stuart Antrobus.

A Sea King helicopter flies on to the Sealink ferry St Edmund during flying trials before she left Devonport for the South Atlantic. St Edmund and the container ship Contender Bezan underwent hasty conversions in Devonport Dockyard to fit them for new roles in the Falklands operation. Contender Bezan was given landing pads for helicopters and Harriers, and embarked big RAF Chinook helicopters before she sailed.



Above — Wrens Julie Hawkeswood, Thelma Wheat and Ruth McRobbie line the route in HMS Dryad during Princess Anne's visit. Second Officer Jane Durcan looks on.

Right — Princess Alexandra, escorted by Capt. J. J. R. Oswald, Captain of BRNC Dartmouth, pictured during her inspection of Lord High Admiral's Divisions at the naval college.



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NN/7/82

NAVY NEWS READER SERVICES

PROMOTIONS

THE following promotions to Fleet Chief take effect from March 31:

FLEET AIR ARM

To FCAEA/MN(M) — D. E. Niven, D. J. Stanton.
To FCAEA/MN(R) — M. Pailing.
To FCACMN — A. J. Charnley.

WEAPON ENGINEERING

To FCWEA/MN — C. E. Dean, L. W. Mackney, J. E. Hedges, A. E. Lloyd, D. Markham, M. J. Sweeney, A. C. Wear.

OPERATIONS, COMMUNICATIONS, REGULATING AND PT AND R

To FCPO(OPS)(M) — K. E. Dobson, R. Smith.
To FCPO(OPS)(S) — J. W. Chetwood, A. Noble.

To FCPO(OPS)(R) — D. W. Bihet, P. J. Davies, P. A. Hildreth, R. P. Whiter.

To FCPO(D) — E. S. Morrison.
To FCPO(MW) — M. Vickers, A. E. Woodhams.

To FCPO(SEA) — J. H. Batting, M. Robertson.

To FCY — D. G. Dawson, A. J. Murphy.

To FCRS — C. M. Acott, B. I. Best, M. J. Clifford, A. N. Murchie.

SUPPLY, SECRETARIAT AND MEDICAL

To FCWTR — J. J. Carty, W. C. McDonald.

To FCSA — G. Glover.
To FCCA — B. F. Ackerman, P. A. Dillon.
To FCCK — B. Lawson, K. J. Morrin, R. S. Pember.

To FCSTD — R. W. Clarke, D. C. Longbone.
To FCMA — L. J. Cluskey.

MARINE ENGINEERING

To FCMEA/MN(ML) — R. J. Arthur, F. W. Barnes, C. W. Burnill, J. Clancy, M. A. Fox, B. R. Howard, J. R. Johnstone, G. W. Miller, C. Monkman, P. R. Rigg, W. Strawford, R. Warburton.

To FCMEA(H) — P. R. Jones.

To FCMEA(MN)(EL) — P. Pastides.

To FCMEA(M) — M. W. Baker, A. R. Benton, F. W. Jones, R. C. Round.

SUBMARINE SERVICE

To FCMEA/MN(ML)(SM) — M. J. Newson, B. H. Prout, A. J. Speed-Andrews, B. C. Whittaker.

To FCMEA/MN(EL)(SM) — M. J. Allinson, J. T. Andrews.

To FCMEA(M)(SM) — J. S. Barras, R. D. Forbes.

To FCWEA/MN(ADC)(SM) — B. W. Richardson.

To FCWEA/MN(WDO)(SM) — P. Davies, A. K. Groves, C. R. Pawson, G. J. Power.

To FCWEM(O)(SM) — M. J. Allen.

To FCPO(OPS)(S)(SM) — J. W. Leavay.

AUTHORISATION for promotion of the following rates to chief petty officer has been issued:

SUPPLY AND SECRETARIAT

To CPOWTR — C. J. Pilcher (Collingwood), D. H. Wren (899 NAS).
To CPOCK — R. J. Chapman (Drake).
To CPOCA — E. G. Quinn (Seahawk), R. A. Sainsbury (Herald).

COMMUNICATIONS

To CRS — P. A. Kirby (NP 1920), R. K. Doby (RHYL).

MARINE ENGINEERING

To CMEM(M) — D. J. Churchard (Vernon), C. B. Morrey (Chatham FMG).

FLEET AIR ARM

To CAEM(M) — A. McGurk (Heron), G. G. Rapley (800 NAS).

To CAEM(R) — D. J. Archer (847 B Flt).

To CPOACMN — P. M. Hall (FO Gibraltar), A. M. O'Sullivan (Seahawk).

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(R) — R. E. Hale (Nelson).

To CPO(OPS)(S) — P. Brierley (Drake), R. M. Nicol (Raleigh), P. M. Pearce (Invisible).

To CPO(SR) — G. B. Quinn (Raleigh).

To CPO(MW) — M. A. Moore (Vernon).

SUBMARINE SERVICE

To CPO(UW)(SM) — R. C. Hewitt (Sceptre).

MEDICAL BRANCH

To CPOMA — D. C. Handscombe (Royal Arthur).

ARTIFICERS AND MECHANICIANS

To ACAEA(M) — P. T. Evans (800 Sqn).

To ACME(MN) — R. B. Wright (Active).

To ACMEA(M) — G. R. Baker (Ex-Sheffield), D. L. Ward (Cardiff).

To ACME(MN)(EL)(SM) — P. C. Runham (Repulse S).

To ACWEA — D. M. Almond (Ambuscade).

To ACWEMN — P. B. Martin (Cambridge).

SD PROMOTIONS

THE FOLLOWING ratings have been selected for promotion to commissioned rank:

To acting sub-lieutenant (E)(AE)(L): P. D. Coppin, D. A. Tate, and W. M. Hodson.

To acting sub-lieutenant (E)(AE)(M): M. Watson and R. J. Collins.

Three further candidates qualified professionally but were not selected on this occasion.

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during May.

PO(EW)/RS(W) — Int (9.7.81), Nil; LS(EW)/LROW — Int (26.8.82), 2; PO(M) — Dry, 8; LS(M) — Int (13.10.81), 7; PO(R) — Int (10.10.81), 5; LS(R) — Int (25.1.82), 15; PO(S) — Int (14.10.81), Nil; LS(S) — Int (3.8.81), 3; PO(D) — Int (8.7.81), Nil; LS(D) — Int (17.11.81), Nil; PO(MW) — Int (20.5.80), Nil; LS(MW) — Int (16.8.80), Nil; PO(SR) — Int (24.7.80), Nil; LS(SR) — Int (8.7.81), Nil; POPT — Int (10.6.80), 1; RPO — Int (11.12.79), 3; LRO(G) — Int (23.8.82), 5; CY — Int (17.6.80), Nil; LRO(T) — Int (8.12.81), 1; PO(S)(SM) — Dry, 3; LS(S)(SM) — Int (13.11.81), 3; PO(TS)(SM) — Int (16.6.81), Nil; LS(TS)(SM) — Int (16.7.81), 1; RS(SM) — Int (21.7.81), 1; LRO(SM) — Dry, 8; PO(UW)(SM) — Dry, Nil.

POEM(M) — Int (11.2.82), 4; LMEM(M) — Int (1.9.81), 8; POEM(L) — Int (10.3.82), Nil; LMEM(L) — Int (30.7.81), 3; POEM(O) — Dry, 7; LMEM(O) — Int (22.4.82), 9; POWEM(R) — Dry, 7; LMEM(R) — Int (12.1.82), 4; POEM(M)(SM) — Int (20.11.80), Nil; LMEM(M)(SM) — Int (16.7.81), 2; POEM(L)(SM) — Dry, 1; LMEM(L)(SM) — Int (4.2.82), Nil; POWEM(O)(SM) — Dry, 2; LMEM(O)(SM) — Int (24.3.82), 9; POWEM(R)(SM) — Dry, 2; LMEM(R)(SM) — Int (11.5.82), 2; POWTR — Int (6.11.80), 2; LWTR — Int (4.3.82), 1; POSA — 269, Nil; LSA — Int (19.2.80), 1; POCA — Int (24.7.80), 1; LCA — Int (3.12.80), Nil; POCK — 619, Nil; LCK — Int (23.3.80), 10; POSTD — 384, Nil; LSTD — 91, 1; POMA — Int (25.3.80), 3; LMA — 144, 1.

POAEM(M) — Int (21.3.80), Nil; LAEM(M) — Int (25.1.80), 1; POAEM(WL) — Int (27.2.81), Nil; LAEM(WL) — 77, Nil; POAEM(R) — Int (6.4.81), 5; LAEM(R) — Int (28.3.80), 6; POA(AH) — Int (29.3.80), Nil.

LA(AH) — Int (5.2.80), Nil; POA(SE) — 670, Nil; LA(SE) — Int (1.8.80), Nil; POA(PHOT) — 377, Nil; POA(MET) — 497, Nil; POACMN — Int (20.3.80), Nil.

POWREN AEM(M) — Int (14.11.80), Nil; LWREN AEM(M) — 133, Nil; LWREN AEM(WL) — Int (30.7.81), Nil; LWREN AEM(R) — Dry, Nil; POWREN CK — Int (24.3.81), 1; LWREN CK — Int (22.7.80), Nil; LWREN TEL — 113, Nil; POWREN DSA — Int (23.11.81), Nil; LWREN DSA — 91, 2; POWREN MET — 605, Nil; LWREN MET — 144, Nil; POWREN PHOT — 474, Nil; LWREN PHOT — 69, Nil; POWREN(R) — 192, Nil; POWREN(R) — 192, Nil; LWREN(R) — 153, 2; POWREN RS — Int (9.12.80), 1; LWREN RO — 85, 2.

POWREN STD O — Int (1.6.81), Nil; LWREN STD O — 73, Nil; POWREN SA — Int (19.3.80), Nil; LWREN SA — Int (12.12.79), Nil; POWREN TSA — Int (18.12.80), Nil; LWREN TSA — 222, Nil; POWREN WA — Int (17.7.80), Nil; LWREN WA — 174, Nil.

POWREN WTR G — Int (29.1.81), 3; LWREN WTR G — Int (29.4.80), 5; POWREN WTR P — Int (25.3.80), Nil; LWREN WTR P — Int (15.2.80), Nil; LWREN WTR S — Int (16.2.82), 1; POWREN D HYG — 123, Nil; POWREN REG — Int (3.3.81), Nil; POWREN PT — Int (10.2.81), Nil.

The Basic Dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22.

POWREN QA — Dry, 1; POWREN EDUC — Int (23.1.82), Nil; POWREN MT — Int (1.11.81), Nil; LWREN MT — 126, Nil; POWREN TEL — Int (1.6.81), Nil.

The total points of the Top Eligible Rating do not include points awarded May 31. These are not reflected in the total points until August 1.

A number of ratings have become qualified for advancement on February 1, 1982, as a result of gaining their second "Now" recommendation of November 30, 1981. Because some of these men have been on the advancement roster for a number of years, if they were now quoted as the top eligible rating it would give a false impression of the true length of the roster.

Rosters marked with an asterisk have one or two of these men at the top, but the points/basic dates shown are those which give a true guide to the average points/waiting time.

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Middlesbrough	£15.10	£9.25	Warwick	£7.65	£4.70
Stockton-on-Tees	£15.95	£9.80	Banbury	£6.50	£4.00
Whitby	£15.45	£9.45	Oxford	£5.40	£3.30
Scarborough	£14.35	£8.80	Reading	£4.85	£2.55
Wetherby	£13.55	£8.30	Worcester	£9.40	£5.80
Hull	£12.45	£7.65	Gloucester	£7.65	£4.70
Goole	£11.65	£7.15	Cirencester	£6.50	£4.00
Doncaster	£13.95	£8.55	Swindon	£5.95	£3.70
Leeds	£13.55	£8.30	Marlborough	£5.40	£3.30
Bradford	£13.20	£8.05	Plymouth	£10.55	£6.45
Huddersfield	£12.45	£7.65	Newton Abbot	£9.40	£5.80
Sheffield	£11.65	£7.15	Exeter	£8.25	£5.05
Nottingham	£10.90	£6.70	Easton	£5.40	£3.30
Leicester	£9.75	£5.95	Portland	£5.40	£3.30
Northampton	£8.25	£5.05	Weymouth	£5.40	£3.30
Blackpool	£14.35	£8.80	Dorchester	£5.40	£3.30
Preston	£13.55	£8.30	Wimborne	£5.40	£3.30
Manchester	£12.80	£7.80	Swansea	£10.55	£6.45
Warrington	£12.80	£7.80	Cardiff	£9.40	£5.80
Liverpool	£12.80	£7.80	Newport	£8.80	£5.40
Birkenhead	£12.80	£7.80	Bristol	£6.50	£4.00
Chester	£12.45	£7.65	Bath	£5.95	£3.70
Newcastle-under-Lyme	£10.90	£6.70	Salisbury	£3.70	£2.25
Stafford	£10.55	£6.45	London	£4.95	£2.90

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OVER TO YOU

Mr. J. G. Barlow, 65, Lower Cross, Cross Houses, Shrewsbury, SY5 6JX, wonders if any reader has a copy of the August, 1939, "Shotley Magazine of HMS Ganges" they would loan or sell.

Mrs. D. Graeme, 61, Fairview Avenue, Wigmore, Gillingham, Kent (phone Medway 32558), who is secretary of Chatham branch of the Association of Wrens, would be pleased to hear from ex-Wrens in the area who would like to join.

Mr. Ron Joy, 23, Hartley Close, Mill Hill, London NW7 2HY, who edits the Royal Naval Association Bulletin produced by No. 1 Area, is seeking information about why RN and American Service men came to be buried alongside one another on the island of Jersey during 1943.

Mr. P. Collins, 20, Troon Avenue, Thornton-Cleveleys, Lancs, chairman of the Fleetwood branch of the Royal Naval Patrol Service Association, asks if any reader can tell him what the flags were for "out sweeps" for trawler-minesweepers during the war.

Mr. A. Turnbull, 2, Norman Close, Thorpe Willoughby, Selby, YO8 9NS, who is researching the history of the 50 American destroyers we received in the Second World War, would be pleased to have information from readers.

Mr. D. Murphy, 46, Clarence Drive, East Preston, Littlehampton, Sussex, asks if anyone can help in his search for a canvas with the RM crest stencilled on in colour, for embroidering in wools.

Mr. A. F. T. Pedder, 8, Lodge Mews, Aston-on-Trent, Derbys., is trying to locate a copy of the Ark Royal Commission Book 1964-66, to replace one destroyed in a burglary.

Mr. W. H. Banks, 67, Falkenham Rise, Basildon, Essex, wonders if anyone can tell him whether his old ship, HMS Cattistock, did in fact suffer a direct hit by a shell some time after D-Day, and whether PO Stubbs survived.

Mrs. Kathleen Burnell, Flat 12, Amen Lodge, Warwick Lane, London EC4M 7BY,

OBITUARY

P. C. Coles. MEA2. HMS Nelson. May 23.
P. R. Coppins. POAEM(M). HMS Seahawk. May 25.

SWOP DRAFTS

MEM(M)1 S. Howgate (AMC), Portsmouth Dockyard, ext. 41643, drafted HMS Birmingham, Sept. Will swap for any Devonport ship or shore base.

WRENRO1 J. Ward, Nimrod Block, HMS Warrior, Northwood CTF 345. Will swap for any Portsmouth draft.

LWRENWTR(Pay) L. Tomlinson, Royal Naval Reserve London Division, Kings Reach, London EC4Y 0HJ. Will swap for a Plymouth draft, telephone 01 353 7307.

ALMEM(M) R. F. Lyons, Cornwall 31 Mess, HMS Drake, drafted HMS Rothersey, Sept. Will swap for any Devonport or Portsmouth sea-going ship.

ALWTR R. Oldknow, Keppel Block, HMS Daedalus, ext. 112. Will swap for HMS President, HMS Warrior, or any Devonport frigate.

MEM(M)1 K. B. Notman (AMC ICE), 1 Mess, HMS Gavinton, passed for leading hand, drafted HMS Neptune TD, Aug. Will swap for any Rosyth shore base, preferably FMG.

MEM(L)1 Cowan (FMG) 111 Mess, HMS Cochrane, Rosyth, drafted HMS Norton, Portsmouth, Oct. Will swap for any Rosyth ship.

AEMN(R)1 G. Johnson, HMS Daedalus, ext. 364 or CPO's Mess ext. 630, will swap with any AEA(R)/AEMN(R) 1 or 2.

AB(M) C. Nelson, 2 Mess, HMS Eastbourne, Rosyth, drafted HMS Norton, Vernon, Nov. Will swap for Portsmouth GMD.

WRENWTR(G) Goodman, Admiralty Interview Board, HMS Sultan, ext. 2421. Will swap for any Faslane draft.

LWREN M. Leask, Catering Office RM Deal, ext. 235. Will swap for any Portsmouth draft.

LRO(T) Miller, 3H Stbd Mess, HMS Battleaxe, deploying Sept. six months. Will swap for any refit ship or one not deploying, anything considered.

AB G. Taylor, HMS Wotton, 18 months fishery protection. Will swap for any other mineswiper.

WREN RO1 Foley, Commcen Whitehall, ext. 3839. Will swap for any Portsmouth or Plymouth draft.

Ck Wheeler, 2G Mess, HMS Gurkha, due Portsmouth base then deploying. Will swap for any Rosyth ship.

MEM(M)1 K. R. Gregory, BSO Pay Office, HMS Centurion, drafted HMS Rothersey, Rosyth, Nov. Will swap for any Chatham or Portsmouth ship.

WEM(R)1 B. A. Gallagher, 6G3 Mess, HMS Illustrious, will swap for any Rosyth ship, including ship in refit.

CALLING OLD SHIPMATES

Mr. A. Hawson, 12 Meadowcroft, Swindon, Wilts SN2 6JR, telephone 0793-825606, would like to hear from old shipmates of the corvette HMS Carisbrooke Castle with a view to arranging a reunion.

Mr. F. N. Jenkins, 40 Heol Carnau, Ely, Cardiff CF5 5NE, telephone 591459, hopes that ex-Sparrows in the area will contact him with view to forming a Cardiff branch of the Royal Naval Patrol Service Association. They can also contact Mr. J. Rodd, 13 Mary's Field Close, Marshfield, Nr. Cardiff.

Mr. J. C. Houston, 2A Parry Road, Tredworth, Gloucester would like to contact old shipmates of HMS Mohawk 1938-45 or the latest HMS Mohawk, to let them know what they have to live up to.

Mr. Arthur Whitworth, 145 Milward Road, Hastings, East Sussex, TN34 3RT, is anxious to trace the whereabouts of Lieut.-Cdr. Robin C. Hawkes, who came from the Bristol area and transferred in 1941 from the sick berth branch, Plymouth, to the Merchant Marine.

Mrs. Betty Upham, 14, East Millwood Road, Speke, Liverpool 24, telephone 051-425-2116, is trying to trace Norman Rigby who served with her late husband, ex-

leading torpedo operator Stephen Upham, in HMS Intrepid during the Second World War.

Mr. Jack Fletcher, 21, Canterbury Leys, Tewksbury, Glos, GL20 8BP, is trying to trace the whereabouts of Robert William Custance, ex-SBPO, last heard of in Thornton Heath, Surrey, 1948.

Mr. R. B. Baldwin, 23, St James Place, London, SW1A 1NH, would like to hear from CPOWTR Denis Burton, last known address Paulsgrove, Portsmouth, and also LRO(T) Reg D'Orsario, last known to be serving in HMS Mercury.

Mr. Peter Stone and his wife Nancy, 1, Bog Hooses, East Hartford, Cramlington, Northumberland NE23 9JG, would like to contact Fred and Christine Cheshire (home town Nottingham), who were their neighbours from 1971 to 1975 at 3 Anson Close, Rowner, Gosport; also Joe and Audrey Moore, who lived at Gosport and worked at HMS Centurion.

HMS Leander 1937-43: John Sargeant and Reuben Phillips are visiting this country in August and September and would like to contact former shipmates. Address: R. Phillips c/o M. Stokes, 21 Kings Road, Long Ditton, Surbiton, Surrey.

REUNIONS

HMS Glasgow Old Boys' Association reunion will take place at the Victory Club, HMS Nelson, on August 7, followed next day by a memorial service at St Ann's Church, Portsmouth Dockyard. Reunion tickets, £5 each, available from Shipmate Allan Mercer, 89, Royal Avenue, Hough Green, Widnes, Cheshire, WA8 8JU, or Shipmate D. Hay, Royal Naval Club, 86, Lake Road, Portsmouth.

There was a big turn out for Captain Walker's Old Boys' Association reunion weekend, which included a dinner-dance followed next day by a commemorative service in Liverpool Cathedral and a march-past.

Fourteen ex-Artificer Apprentices of Class 56, HMS Pembroke 1932-36, held a reunion at Southsea, some meeting for the first time for 40 years.

A reunion dinner at Shotley near Ipswich attended by over 200 guests marked the launch of the Ganges Association the acting chairman of which is Capt. Murray Dunlop, the commanding officer who closed down HMS Ganges. For details of the association, contact Cdr. William Fitzbert, Lundy, Guildford Road, Cranleigh, Surrey, GU6 8PR.

Twenty-five attended the founding of the Royal Navy Commando Association on May 16. The association extends a welcome to all RN Commandos. For details contact: Mr. G. Fagence, 13 Broadwater Gardens, Harefield, Uxbridge, Middx. UB9 6AL. Telephone 089-582-3658.

The first major reunion of members of Voluntary Aid Detachment (VAD) nurses who served with the Navy from 1917 to 1960 took place at the RN Hospital, Haslar, on June 5. Highlight of the occasion, attended by 240 nurses, many of whom travelled from Scotland, was the dedication of the School of Nursing library to the VADs. For details of this newly-formed association contact: Mrs. Daphne Moran, 13 Burnhams Walk, Gosport, Hants PO12 1HS, telephone Gosport 23916.

Dr. Barnardo's eighth combined sea schools old boys' reunions for Watts Naval Training School, Russell Cotes Nautical School and Parkstone Sea Training School will be held in the afternoon of Saturday, September 11. For details, contact Mr. R. B. Clough, After Care Section, Dr. Barnardo's, Tanners Lane, Barkingside, Ilford, Essex IG6 1QG.

Coastal Forces

The official opening of Fleetwood branch of Coastal Forces Veterans Association will take place on September 25 on board TS Conqueror, Princes Way, Fleetwood. The ceremony will be performed by Capt. P. G. Dickens.

DIARY

Royal Tournament, Earls Court — July 14 to 31.
HMS Daedalus Air Day, Lee-on-Solent — July 17.
Llangennech Open Day, RN Store Depot, Llangennech, Dyfed — July 24.
HMS Dolphin Open Day — July 24.
RNAS Culdrose Air Day, Helston, Cornwall — July 28.
Meet the Marines, CTC RM, Lympstone, Devon — July 29, 30, 31.
RNAS Yeovilton International Air Display, Yeovilton, Somerset — July 31.
Portsmouth Navy Days and Plymouth Open Days — August 28, 29, 30.

• Dates for major naval events throughout the year will be considered for inclusion in this diary if sent in writing to the Editor.

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Trials are over for Lowestoft

AFTER FIVE YEARS in a trials role, HMS Lowestoft has returned to full operational service and has undergone a rejuvenation in the way of appearances.

The "trials van", a rectangular box-like structure which contained experimental equipment, was removed at the start of an advanced docking period.



To commemorate four happy and successful years of association between the ship and Marconi Avionics the company's divisional director, Mr Gordon Herring, and sales manager, Mr David Brazier, presented a silver Armada plate to the commanding officer, Cdr. C. H. Buckle.

New role

In return, Cdr. Buckle handed over a framed photograph of the ship — complete with van.

The Lowestoft is due to run on for many months in her operational role for the tactical development of anti-submarine warfare.



Acting the goat

AFTER SIX YEARS' service with the Royal Navy, Able Goat Wellington cast a jaundiced eye at the goat employment situation and decided on a further six years. Which is why he is pictured in HMS Osprey attending Captain's Requestmen . . .

Of unknown Welsh parentage, Wellington has spent his naval career operating as a steep gradient herbage clearance technician in Osprey. His dislike of anything that moves — particularly members of the human race — has led to several painful confrontations and repeated warnings about anti-social behaviour and acting the goat.

In our picture (left to right) the first lieutenant (and Divisional Officer for Livestock), Lieut.-Cdr. Chris Lines, puts the case for Wellington to Capt. Robin Doe, Captain of HMS Osprey. Cdr. John Ainger looks on.

TURTLE TURNED OVER TO MUSEUM

VISITORS to the Royal Navy Submarine Museum at Gosport will now get a chance to see what submarine warfare was like more than 200 years ago.

The museum was presented with this life-size model of the vessel credited with the first submarine attack on a surface ship. During its historic action the one-man Turtle was not operated, as in this case, by

LWren Daina Dallenbergsons of HMS Dolphin, but by one Ezra Lee.

In 1776, during the American War of Independence, he piloted the craft in an assault on Lord Howe's flagship HMS Eagle in New York Harbour. The attack was unsuccessful but forced the fleet to withdraw its close blockade.

The glass fibre model was made by Derek

Freeborn, whose company has undertaken many projects for films and television. It was commissioned as part of the display by Scicon Consultancy Ltd. at last year's RN Equipment Exhibition.

At a handing-over ceremony the Scicon party included the company's defence adviser, Vice-Admiral Sir Anthony Troup, a former Flag Officer Submarines.

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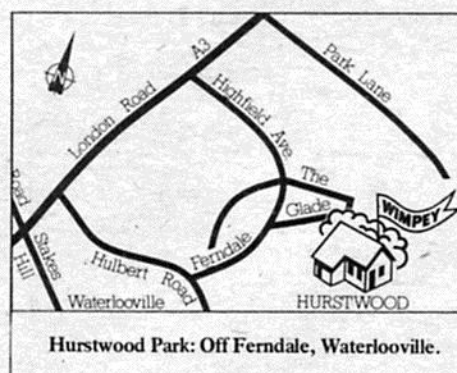
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Hill Park: Off Hill Park Road, Fareham.

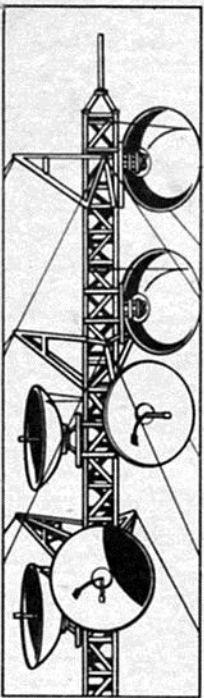


Hurstwood Park: Off Ferndale, Waterlooville.

at Hurstwood Park on Waterlooville 51972 about 'Super Singles', 1, 2, 3 and 4 bedroom homes from around £18,245. Talk to David Kerr at Hill Park on Fareham 288912 about 2, 3 and 4 bedroom homes from around £26,245. All house types subject to availability.

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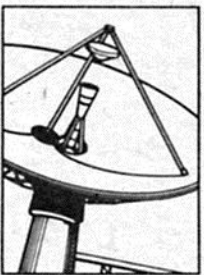
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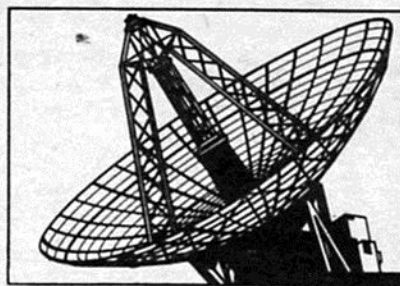
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NAVY DAYS IN DOUBT

NAVY DAYS, the traditional "Meet the men, see the ships" festivals at Portsmouth and Plymouth are still on — for the moment. As Navy News went to press a final decision had not been made about either event, but it appeared likely that some form of open days would take place.

Portsmouth and Plymouth Navy Days had been scheduled for the bank holiday weekend August 28-30, but operational commitments have delayed the final decisions. Plymouth is likely to have open days in place

of the traditional Navy Days show.

Long-term planning of both events, which every year draw huge crowds to the naval bases, was made virtually impossible by the Falklands operation.

Portland's open days, due to have taken place on July 17 and 18, are already a casualty of war. They have been cancelled.

HMS Caledonia is holding an open day on July 3 in place of the cancelled Rosyth Navy Days. See Page 31.

Two naval air stations are holding air days at the end of this month, Culdrose on Wednesday, July 28 and Yeovilton on Saturday, July 31.

The Culdrose event will celebrate the air station's 35th anniversary. Gates open at 1000, and the flying display starts at 1430 and will include the Red Arrows, the Sharks Helicopter Display Team, aircraft of the Seahawk Historic Flight and various aerobatic teams. Admission will be £1.50 for adults, 50p for children under 14.

Yeovilton's International Air Day was in jeopardy because of operational commitments until Yeovil District Council lent a hand. Changes have been made to the traditional form of the air day, but visitors are assured of an interesting outing. Admission will be £3 (adults) and £1 (children).

Sailors in folk contest

NAVY personnel will be among the entrants in the grand final of the Services Folk competition, to be held this year at Bielefeld, West Germany.

The event, which will feature The Spinners as guest stars, is arranged by the British Forces Broadcasting Service in conjunction with BBC Local Radio. It will be staged on October 26 and recorded for distribution to BBC regions, local radio in the UK, BFBS radio stations and HM ships and shore parties at home and abroad.

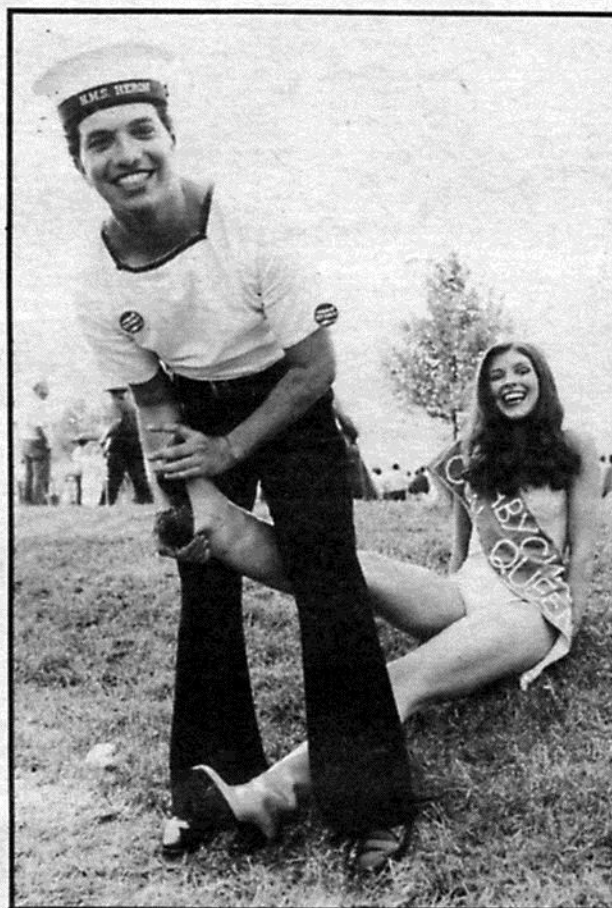
TROPHIES

Trophies and plaques, as well as a total of £1,000 in prizemoney, will be presented to the winners in three classes — solo performer, group and com-

poser. Geoff Love will head a panel of judges including Wally Whyton, Colin Irwin and Karl Dallas.

Service personnel wishing to enter should complete the entry forms which have already been distributed to most Commands and Districts within UKLF. They should be returned to the BFBS, PO Box 1234, London SW1, as soon as possible.

Competitors wishing to make use of studio facilities offered by certain BBC stations or BFBS London should contact Mike Robertson at BFBS London, tel. 01-218 4758.



Like Cinderella, lovely Tricia Leidl sometimes needs help with her footwear. She got it on this occasion from AEM(WL) Carlo Di-Gesse of RN air station Yeovilton when he visited the Babycham Pavilion at the Royal Bath and West Show in the West Country. Tricia is the reigning Babycham Coal Queen.

APPOINTMENTS

ADMIRAL Sir Desmond Cassidi is to become Commander-in-Chief Naval Home Command in December, and is to be succeeded in November as Second Sea Lord and Chief of Naval Personnel by Vice-Admiral Sir Simon Cassels.

Admiral Cassidi joined the Royal Navy in 1938 and served throughout the Second World War. Later he was commanding officer of 820 Squadron; commanded HMS Whitby; and in 1967 was appointed in command of HMS Undaunted and as Captain(D) Portland Squadron.

In 1972 he took command of HMS Ark Royal, and later appointments have included Flag Officer Naval Air Command.

In his new appointment, Vice-Admiral Cassels, who was made KCB in this year's Birthday Honours, becomes a member of the Admiralty Board of the Defence Council. He will also be Admiral President of the Royal Naval College, Greenwich, which has previously been a separate appointment.

Vice-Admiral Cassels joined the Royal Navy in 1941 and his appointments have included command of HM ships Vigilant, Roebuck and Tenby (Dartmouth Training Squadron) and of HM ships Eskimo, Fearless and Tiger. He became Flag officer Plymouth and Port Admiral Devonport in February 1981.

Rear-Admiral E. R. Anson, who has taken up his appointment as Chief of Staff to Commander-

Admiral Cassidi to be C.-in-C.

in-Chief Fleet, was promoted vice-admiral on June 8.

Surg. Capt. J. Cox, whose most recent appointment has been as Medical Officer in Charge RN Hospital Plymouth, is to be promoted surgeon rear-admiral on August 3 and to become Surgeon Rear-Admiral (Naval Medicine and Training) from that date.

Other appointments recently announced include:

Capt. D. H. Morse. Neptune in command and as Commodore Clyde and Port Commodore Faslane. October 26 (To serve as commodore).

Capt. D. S. Dobson. Southampton in command. September 21.

Capt. M. J. F. Rawlinson. Bristol in command. October 12.

Capt. H. Megson. Daedalus in command. September 8.

Cdr. G. M. F. Leveratt. Swiftsure in command. July 27.

Cdr. T. Gostz. Rooke in command. September 22.

Cdr. A. M. Gregory. Renown (Port) in command. November 4.

Lieut.-Cdr. A. J. S. Taylor. Zulu July 5 and in command.

Lieut.-Cdr. P. D. Stone. Gurkha July 5 and in command.

Lieut.-Cdr. H. J. R. Milner. Cochrane July 13 for duty with DNR in Aberdeen URNU as OIC and for Thornham in command.

Lieut.-Cdr. K. A. Johnson. Soberton July 13 and in command.

Lieut. S. J. J. Halli. Upton June 8 and in command.

HONOURS

ROYAL NAVY awards in the Queen's 1982 Birthday Honours List included:

GCB: Admiral Sir John Fieldhouse.
KCB: Vice-Admiral S. A. C. Cassels, Vice-Admiral J. M. H. Cox, Lieut.-Gen Sir Stuart Pringle.

CB: Rear-Admiral R. M. Burgoyne, Rear-Admiral A. P. Cornie, Surg Rear-Admiral(D) P. R. J. Duly, Rear-Admiral J. B. Hervey.

CBE: Commodore S. C. Dunlop RFA, Capt W. S. Gueterbock, the Rt Rev Monsignor V. F. J. Morgan, Capt J. P. B. O'Riordan.

OBE: Cdr M. C. Boyce, Cdr D. J. Dacum, Capt R. M. Eddleston RNR, Cdr E. D. M. Floyd, Cdr B. H. Green, Maj C. J. Hickinbotham, Cdr J. Hickson, Cdr V. D. Jeffreson, Cdr A. D. C. Lund, Cdr R. W.

Morris, Lieut.-Col S. Pope, Cdr R. S. Stevenson, Cdr J. B. Young.

MBE: Lieut.-Cdr. J. G. Besant RNR, FCWRENUC E. Blinston, Lieut.-Cdr T. Brydon, FCAEMN H. Butler, Lieut.-Cdr F. R. C. Collins, Lieut.-Cdr B. R. R. Edyane, FCMEM C. W. Eldred, Lieut.-Cdr D. J. Farquhar, Lieut.-Cdr D. R. Feltham, Lieut.-Cdr P. W. Grinstead, Lieut.-Cdr(CCF) J. M. D. Harrison RNR, Lieut.-Cdr W. E. Hurst, Lieut.-Cdr A. J. Lyall, Lieut.-Cdr C. Maunders, Lieut.-Cdr F. O. Pike, Lieut.-Cdr D. F. Pullford, FCWEA T. A. J. Spencer.

BEM: CMEM(M) D. Ashwell, CPOCK E. D. Avery, CMEM(M)(SM) J. S. Barras, CMEM(M) J. E. Bissington RNR, CSgt C. D. Burrows, MEA(P)11 M. J. Carey, CPO(SEA) T. Carter, ACPOMA R. Croddon RNR, CPOA(MET) J. L. Daniels, CAEMN(M) G. N. Elliott, ACPOMA M. R. Fields,

CWRENWTR(G) G. M. Godfrey WRNR, CPOCK G. G. Hay, CMEM(M) K. W. Lambert, SGT P. J. McCormack, CPO(OPS)(M) W. McKenzie, CSgt J. Milburn, CSgt W. W. Muir, MEA(H)1 D. K. Puttock, CPO(OPS)(R) C. R. Reeves, CSgt R. A. Stannard, CPOMA G. W. Taylor, LocACMEMN(L) J. R. Turner, CAEMN(M) D. N. Waller, CWEM(R) R. Ward RNR.

Royal Red Cross — RRC: Principal Matron E. M. Northway. ARRC: Supt Sister J. Massey, Supt Sister I. E. Young.

AFC: Lieut.-Cdr D. A. Poole, Lieut.-Cdr N. D. Ward.
Queen's Commendation for Valuable Service in the Air: Lieut.-Cdr A. T. Davis, Lieut.-Cdr L. A. Wilkinson.
MVO — Fourth Class: Cdr J. H. S. McAnally, Cdr R. N. M. Paige. Fifth Class: Loc Maj G. A. C. Hoskins.

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PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Susan (17), single, 5ft. 3in., brown hair, blue-green eyes, Bordon, Hants.

Tracey (24), divorced, 5ft. 4in., dark hair, brown eyes, one daughter (2), Gloucester.

Rosina (61), widow, brown hair, blue eyes, Portsmouth, Hants.

Debbie (19), single, 5ft. 7in., brown hair, brown eyes, Sutton Coldfield.

Juliet (18), single, 5ft. 5in., brown eyes, Jamaica, West Indies.

Tae (31), separated, 5ft. 2in., blonde hair, Hayle, Cornwall.

Jane (29), divorced, 5ft. 4in., blonde hair, blue eyes, Brussels, Belgium.

Pat (16), 5ft. 4in., brown hair, blue eyes, Cromwell, Somerset.

Maria (17), single, 5ft. 2in., brown hair, blue eyes, St Austell, Cornwall.

Sarah (20), single, 5ft., fair hair, blue eyes, Gillingham, Kent.

Wendy (36), divorced, 5ft. 8in., blonde hair, blue eyes, one son (10), Market Drayton, Shropshire.

Fiona (18), single, 5ft. 2in., auburn hair, green eyes, Falkirk, Scotland.

Connie (25), single, 5ft. 3in., blonde hair, brown eyes, Condorrat, Cumberland.

Rachel (16), 5ft. 3in., blonde hair, green eyes, Wellington, New Zealand.

Theresa (19), single, 5ft. 2in., blonde hair, hazel eyes, Bristol.

Janet (18), single, 5ft. 8in., fair hair, brown eyes, Mansfield, Notts.

Margaret (38), divorced, 5ft. 2in., brown hair, brown eyes, Chertsey, Surrey.

Trudy (19), single, 5ft. 4in., auburn hair, blue-green eyes, Bristol.

Karen (17), single, 5ft. 6in., brown hair, green eyes, Portlaoise, Sussex.

Sue (25), single, 5ft. 4in., brown hair, blue eyes, Reigate, Surrey.

Rachel (16), 5ft. 6in., brown hair, brown eyes, Selly Oak, Birmingham.

Cheryl (21), single, 5ft. 6in., brown hair, blue eyes, Southsea, Hants.

Allison (20), single, 5ft. 10in., brown hair, blue eyes, Brewood, Staffs.

Sandra (19), single, 5ft. 6in., blonde hair, blue eyes, Brownhills, Walsall.

Karen (17), single, 5ft. 1in., brown hair, brown eyes, Hastings, Sussex.

Dawn (26), separated, 5ft. 6in., brown hair, brown eyes, Bristol.

Carol (17), single, 5ft. 4in., brown hair, green eyes, Walsall, Staffs.

Lorraine (21), single, 5ft. 2in., fair hair, Reading, Berks.

June (34), divorced, brown hair, brown eyes, four children, Romney Marsh, Kent.

Margaret (17), single, 5ft. 4in., blonde hair, blue eyes, Mildenhall, Suffolk.

Lorraine (19), single, 5ft. 4in., blonde hair, blue eyes, Maidstone, Kent.

Andrea (19), single, 5ft. 6in., fair hair, blue eyes, Sheffield.

Gaynor (20), single, 5ft. 4in., fair hair, blue-green eyes, Dunstable, Beds.

Beryl (40), widow, dark hair, brown eyes, Skelmersdale, Lancs.

Marjorie (50), widow, 5ft. 3in., auburn hair, brown eyes, Stockport, Cheshire.

Tracey (20), single, 5ft. 1in., brown hair, hazel eyes, Billingshurst, Sussex.

Patricia (25), single, 5ft. 7in., blonde hair, blue eyes, Hebburn, Tyne and Wear.

Clare (36), divorced, 5ft. 6in., fair hair, green-blue eyes, two children, West Country.

Yvonne (20), single, 5ft. 2in., fair hair, blue eyes, Southampton.

Christine (32), divorced, 5ft. 9in., brown hair, brown eyes, Canterbury, Kent.

Lorraine (18), single, 5ft. 7in., blonde hair, hazel eyes, East Ham, London.

Margaret (18), single, 5ft. 2in., blonde hair, green eyes, Mount Pearl, Newfoundland, Canada.

Denise (17), single, black hair, green eyes, West Drayton, Mddx.

Angela (20), single, 5ft. 3in., blonde hair, blue eyes, Wellington, New Zealand.

May (21), single, 5ft. 5in., auburn hair, blue eyes, Pollok, Glasgow.

Lynda (19), single, 5ft. 9in., blonde hair, blue eyes, Sydney, Australia.

Louise (24), single, 5ft. 5in., blonde hair, blue eyes, Leicester.

Jenny (43), widow, 5ft. 2in., brown hair, hazel eyes, Peterborough.

Sheila (47), divorced, 5ft. 1in., brown hair, brown eyes, Poole, Dorset.

Tracey (16), 5ft. 7in., blonde hair, green eyes, Newcastle-upon-Tyne.

Kerry (21), single, 5ft., blonde hair, blue-green eyes, Leicester.

Sharon (15), 5ft. 3in., brown hair, brown eyes, Hailsham, Sussex.

Saila (16), 5ft. 5in., brown hair, blue eyes, Sittingbourne, Kent.

Bernadette (16), 5ft. 4in., brown hair, blue eyes, Rainham, Kent.

Sonya (17), single, 5ft. 4in., brown hair, hazel eyes, Isle of Sheppey, Kent.

Jane (17), single, 5ft. 6in., brown hair, blue eyes, Gillingham, Kent.

Amanda (17), single, 5ft. 3in., brown hair, brown eyes, Rainham, Kent.

Glenda (20), single, 5ft. 3in., brown hair, hazel eyes, Sheppey, Kent.

Rita (17), single, 5ft., brown hair, brown eyes, Rainham, Kent.

Denise (17), single, 5ft. 2in., fair hair, blue eyes, Gillingham, Kent.

Carol (37), divorced, brown hair, brown eyes, one daughter, Westgate-on-Sea, Kent.

Debbie (19), single, 5ft. 4in., brown hair, green eyes, High Wycombe, Bucks.

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Marianne (35), single, 5ft. 6in., brown hair, brown eyes, one son (5), Sunderland.

Shirley (37), divorced, 5ft. 6in., brown hair, blue eyes, one daughter (13), Hampton Hill, Middx.

Janice (21), divorced, 5ft. 2in., brown hair, brown eyes, one daughter (2), Gateshead, Tyne and Wear.

Linda (15), 5ft. 2in., brown hair, hazel eyes, Paisley, Scotland.

Mo (35), divorced, 5ft. 3in., brown hair, brown eyes, two daughters, Immingham, S. Humberside.

Nicky (19), single, 5ft. 5in., fair hair, blue eyes, Whitstable, Kent.

Susan (32), divorced, 5ft. 5in., auburn hair, hazel eyes, two sons, Winchester, Hants.

Eve (33), divorced, 5ft. 3in., brown hair, green eyes, two sons, Stroud, Glos.

Kay (20), single, 5ft. 4in., brown hair, brown eyes, Southampton.

Sue (21), single, 5ft. 8in., brown hair, blue eyes, Gosport, Hants.

Lorraine (15), 5ft. 6in., red hair, blue eyes, Hailsham, Sussex.

Tanya (15), 5ft., blonde hair, blue eyes, Hailsham, Sussex.

Marion (48), divorced, 5ft. 4in., brown hair, brown eyes, four children, Portsmouth.

Paula (23), single, 5ft. 3in., brown hair, blue eyes, Halesowen, W. Midlands.

Carol (39), divorced, 5ft. 2in., brown eyes, Portsmouth, Hants.

Janet (28), divorced, 5ft. 3in., fair hair, blue eyes, two sons, Hereford.

Joanne (18), single, dark hair, green eyes, Gloucester.

Miriam (21), single, 5ft. 3in., auburn hair, brown eyes, Oxford.

Julia (18), single, 5ft. 4in., brown hair, brown eyes, Sheffield.

Elizabeth (17), single, dark hair, green eyes, Gloucester.

Paula (18), single, 5ft. 6in., brown hair, blue eyes, Oldham, Lancs.

Jackie (21), single, 5ft. 2in., ginger hair, blue eyes, one daughter (2), Lincoln.

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Joanne (16), 5ft. 6in., brown hair, hazel eyes, Kilmarnock, Ayrshire.

Elizabeth (16), 5ft. 1in., brown hair, blue eyes, Colchester, Essex.

Jayne (17), single, 5ft. 6in., brown hair, hazel eyes, Colchester, Essex.

Diana (20), single, 5ft. 7in., blonde hair, blue eyes, Carrum, Victoria, Australia.

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Nita (38), divorced, black hair, blue eyes, Wrexham, Chwyd.

Pam (36), single, brown hair, grey eyes, West Boldon, Tyne and Wear.

Allison (15), 4ft. 11in., blonde hair, green eyes, Gosport, Hants.

Gaynor (22), single, 5ft. 9in., brown hair, blue-green eyes, Newton, Nr. Preston, Lancs.

Sandi (22), single, 5ft. 4in., blonde hair, blue eyes, Preston, Lancs.

Margaret (26), separated, 5ft. 5in., dark hair, brown eyes, one son, Dewsbury, W. Yorks.

Veronica (15), brown hair, blue eyes, Gosport, Hants.

Nicole (21), single, 5ft. 2in., brown hair, grey-blue eyes, Chatham, Kent.

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Susan (29), single, 5ft. 6in., brown hair, hazel eyes, Liverpool.

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Sandra (17), single, dark hair, blue eyes, South Yardley, Birmingham.

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Janet (26), single, brown hair, blue eyes, Bristol.

Wendy (22), single, 5ft. 4in., fair hair, blue-grey eyes, Lightwater, Surrey.

Rosemary (32), single, 5ft. 7in., brown hair, blue eyes, Ilford, Essex.

Karen (28), single, 5ft. 3in., brown hair, brown eyes, Stockport, Cheshire.

Vanessa (15), brown hair, blue eyes, East Cowes, Isle of Wight.

Tina (18), single, 5ft. 5in., blonde hair, green eyes, Crossacres, Manchester.

Sandra (36), divorced, 5ft. 5in., red hair, blue eyes, Norwich.

Diane (28), separated, 5ft. 8in., brown hair, green eyes, two children, Romford, Essex.

Jane (21), single, 5ft. 3in., brown hair, blue eyes, Westcliff-on-Sea, Essex.

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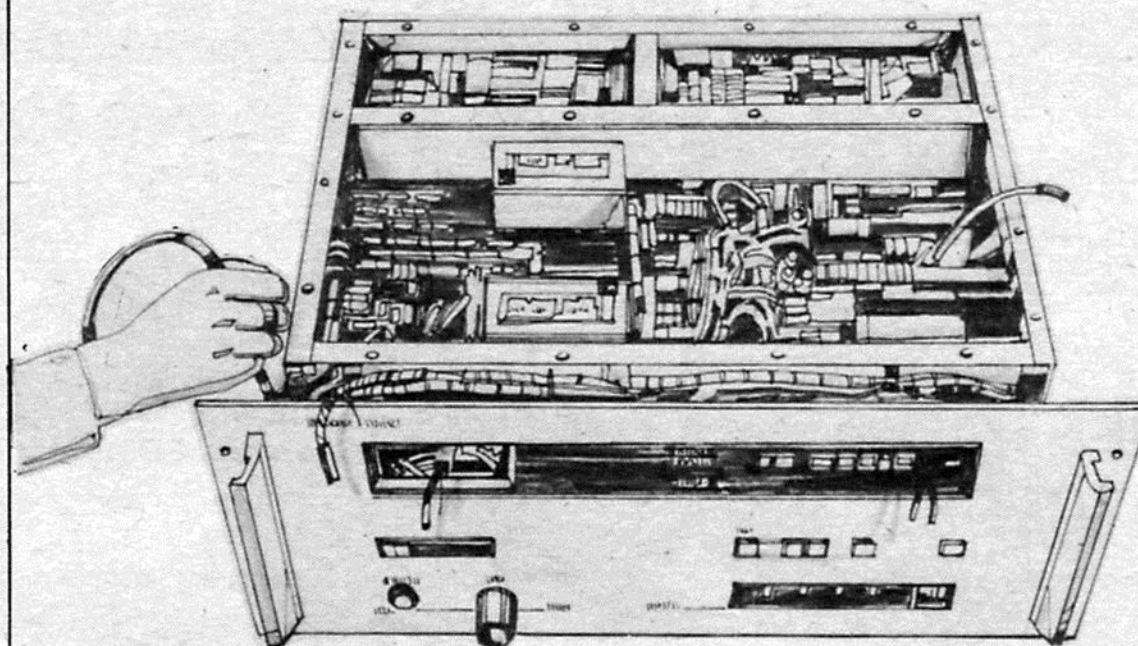
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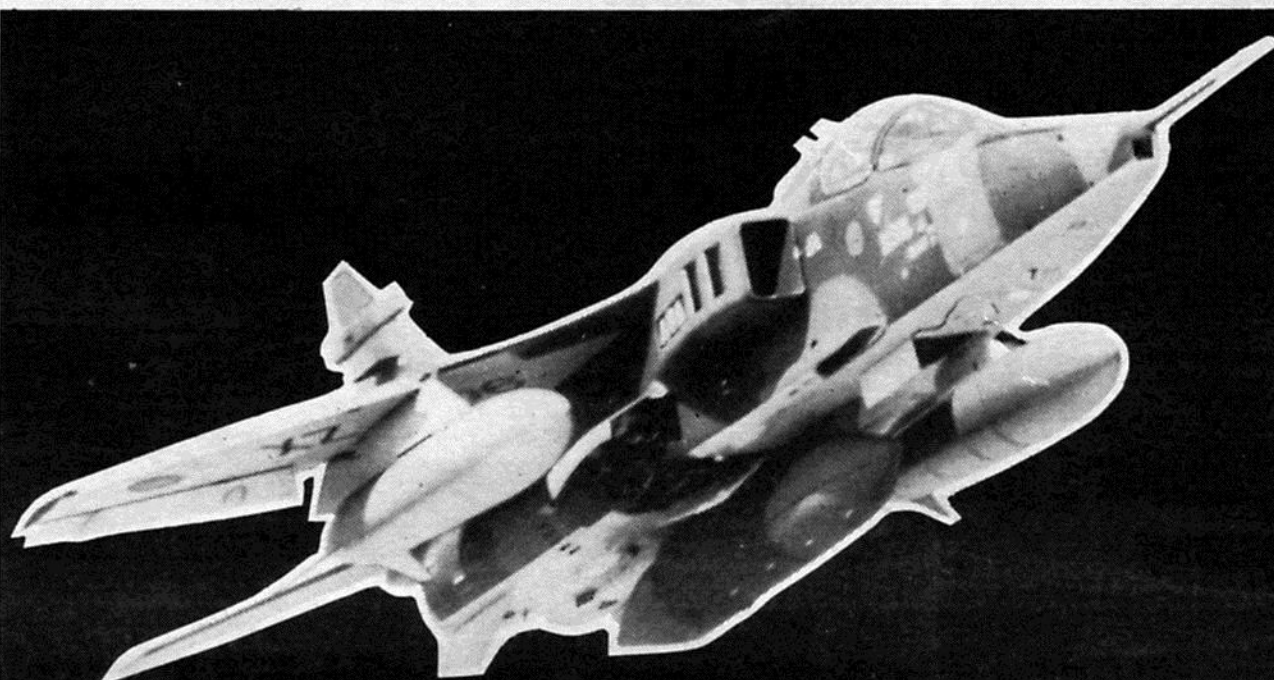
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That's just the ticket, Nick!

AB NICK CROOMBES booked his ticket to sunny Australia with a superb victory over hard-hitting Cameron Lithgow in a Commonwealth Games box-off at the Cafe Royale, London, on June 14.

Croombes was given a majority decision after a classic boxer v fighter confrontation and will now fill the vacant light-middleweight billet in England's team for the Commonwealth Games at Brisbane from September 22 to October 8.

The elimination bout was necessary because both boxers — the two outstanding men at the weight — were robbed by injury of taking part in the ABA championships.

Navy coach CPO Tony Oxley described the contest as one of the best he had seen all season. He paid tribute to the hard work Croombes had done in preparation for the fight, and said Croombes's superb condition had undoubtedly turned the balance.

Yet the Navy champion had an unsteady start to the contest. He boxed carefully behind his jab as Lithgow made an aggressive start, and nearly came to grief early in the second. He was given a public warning for turning Lithgow, then took a hard right and was given a compulsory eight count.

But Croombes boxed his way out of trouble, avoided the untidy holding that has so often marred his performances, and finished the round in command.

Boxing

The third was hotly contested until midway through the round. Then Croombes, getting stronger as Lithgow weakened, took charge. He rocked the West Countryman with several sharp rights and caught him with an explosive right uppercut.

One judge gave it 60-57 to Lithgow, but the other two agreed on 59-58 for Croombes.

SCHUMACHER

Also on the National Sporting Club bill were AB Brian Schumacher and MNA Keith Ferdinand.

Schumacher, the deposed ABA middleweight champion, went up a division to prove to the selectors that he could do a job for them in Brisbane at light-heavyweight.

Schumacher destroyed Denis Wray, a heavy puncher from the North-East, in the second round of a one-sided contest.

Keith Ferdinand, who has a great chance of winning a medal at super-heavyweight in the European Junior Championships at Schwerin, East Germany, in September, beat Dave Westgarth on points after a slow start. The big Royal Marine beat Westgarth at Gloucester in the All-England semi-finals on his way to an appearance in the ABA finals at Wembley in May.



NICK CROOMBES

Chance for the young bloods

DESPITE THE Falklands crisis, Royal Navy cricketers have fulfilled all their representative matches, albeit with slightly weakened sides, writes Derek Oakley.

One positive advantage of the situation has been that many of the younger Under-25 players have been "blooded" against county 2nd XI opposition. It has been a bit like the experience of Navy players in the 1950s when both Army and RAF fielded sides composed of professional cricketers doing their National Service, while the Navy "amateurs," struggled to keep up.

When National Service ended the other two services found themselves lacking in experience at the top level and the Navy reaped the reward.

Although the Navy did not register a win in their first four matches, a very creditable draw was fought against Gloucestershire II, a new fixture, when the Navy were only 31 behind at the end with the last pair together.

After Gloucester had scored 268-5 by tea, an opening partnership of 83 by Lieut. Robin Hollington and LMEM Ronnie Barker (both Under-25) was followed by useful contributions from veteran Cdr. Roger Moylan-Jones with 41 and skipper Sub-Lieut. Tony Izzard with 45 to reach a respectable 210.

THREE WICKETS

Gloucestershire declared at 135-5 in their second innings with CMEM Alan Hodges adding the opener to his pair in the first innings and Hollington with his off spinners accounting for three wickets. Chasing 194 for victory, useful contributions again came from Hollington (19), Moylan-Jones (36), Izzard (27) and Lieut. Andy Robinson (25), and Lieut.-Cdr. Roger Evans was joined by Hodges for a last wicket stand of 15 to earn a draw.

A very youthful Navy side containing seven Under-25s went to Hove to play against Sussex II. Sussex 1st XI did not have a fixture and they produced a very strong side. Gehan Mendis scored 100 before lunch and the other opener John Heath, went on to make 188. Paul Parker took 20 balls to get off the mark but saw the 55-over score to a mammoth 353-2, the short boundary on the pavilion side lending itself to massive sixes.

It was always going to be an upward struggle but Hollington (18) and Izzard (19) both batted sensibly until the former tried to take a third run to England cover point Parker.

The county bowling and pitch was quicker than most of the team has ever experienced and, apart from WTR Paul Barker who spent 75 minutes in scoring 12, and NA Chris Campbell, no one else reached double figures in a final total of 95. The players were pleased to see that a few days later the Army fared rather worse against a genuine Sussex II!

UNIVERSITY

Against Oxford University in The Parks, a large total was always on the cards against the limited Navy attack, but both Hollington (3-78) and MEM Andy Chester (2-96) bowled better than their figures suggested in a University total of 280-7.

Cricket

Hollington was out lbw in the first over, but Ronnie Barker (35) and Moylan-Jones (60) both scored reasonably freely. However, the Navy were always behind the clock and even a useful 46 in 59 balls by Izzard could not redeem the situation. The Navy scored a very creditable 207-8 off their 55 overs and a valuable experience was gained by the younger members.

One satisfactory feature of a very full Combined Services programme, where Moylan-Jones is once again captaining the side, is his and Evans's performances with the bat. Against Cambridge University they scored 94 and 64 respectively while Izzard weighed in with a 42. Six of last year's Navy side are not available due to the Falklands conflict so there is plenty of scope and competition for the remaining places.

All Navy cricketers were delighted to see that last year's opening bat, Lieut. David Wells, had been awarded a Mention in Despatches.

Under-25s outplayed

A much-weakened Under-25 side played poorly against the British Fire Service at Colchester on June 16 and were beaten easily by seven wickets.

The Navy weathered a lot of hostile short-pitched bowling to score 158-4 in 55 overs, with the main contributions coming from Lieut. Andy Robinson (59 n.o.), LWTR Kevin Norwood (36), LWEM Ronnie Barker (21) and AEM(M) Chris Campbell (35).

Former able seaman Neil Puntun scored 66 as the Fire Service took advantage of Navy bowling lacking penetration and accuracy to knock the runs off with ten overs to spare.

MYSTICAL

Field placings at times were mystical, though Chris Campbell bowled well to take 2-45 from 15 overs. Ronnie Barker was excellent behind the stumps, taking a brilliant one-handed catch and making the sometimes poor throwing look good with his business-like performance.

But all in all it was not a good showing with the Inter-Services tournament looming large.

Portsmouth win

PORTSMOUTH Command beat Hampshire Police in their biannual small-bore rifle match at Havant Rifle Club. The Navy team scored 2,638 points to the policemen's 2,621.

Malcolm's a double champion

NAVY GOLF CHAMPION for a record seventh time — who else but Cdr. Malcolm Edmunds! Not only that, but 1982 champion of Cornwall as well, the Navy's first county winner, writes John Weekes.

The Navy Open was held at Stoneham on June 17 and 18. The first day belonged to Lieut.-Cdr Maurice Pancott (AUWE, Portland) who had a fine morning round of 73, two under par for his five handicap. A 77 in the afternoon made him the halfway leader, but only one shot clear of Malcolm and three ahead of last year's runner-up, Cdr Ron Mclean (DNAW), playing in his last RN Open.

The poor weather of the second day did Maurice's score no good and he finished on 316 for the four rounds. Ron was two behind and Sub-Lieut. David Brecken (Collingwood) 4th on 320.

Others doing well were CPO Mike Skyrme (HMS Fife) on 321, and Sgt Stan Brittain (Centurion) on 322. The most promising newcomer was Sub-Lieut. Dick Hamilton (RNEC, Manadon) on 327 who did particularly well on the Friday off his eight handicap.

However, the Championships really belonged to Malcolm who had rounds of 76, 75, 75 and 72 and won by a clear 18 shots!

NAVAL AIR

The Inter-Command stroke play was held concurrently with the Open. With both Malcolm and Maurice playing for them, Naval Air were convincing winners by 23 shots from Portsmouth. Final scores were: Naval Air 1,601, Portsmouth 1,624, Fleet and Medway 1,637, Royal Marines 1,638, Plymouth 1,670 and Scotland 1,745.

Other members of the Naval Air team were Lieut. Andy Prince (Heron) and three from Seahawk, PO Peter Darlington, PO Taff Ashman and CPO Paddy Smith. They all played a couple of good rounds but the Command win was really built on the excellent scores of their two leaders.

FIRST WIN

Two matches were played by the Navy against counties dur-

Golf

ing the month. Cornwall produced the first Navy victory for nine years while Hampshire was a close thing. Malcolm Edmunds played a great part in both matches.

At foursomes with his partner Lieut.-Cdr Brian Grant (RNH Plymouth) he won against Hampshire and halved in Cornwall; he won both his singles despite the strongest possible opposition and once more was the backbone of the Navy team.

Lieut. Ian Yuill (Collingwood) showed how difficult he is to beat at match play, winning both his singles and one foursome. Against Cornwall, Lieut.-Cdr David Codd (RNC Greenwich) made a fine comeback to the Navy side winning twice, while Cpl Bill Parker (RM Air Sq) also proved what an asset he is to Navy golf.

Peter Darlington celebrated his first game for the Navy by

winning his singles and the Navy side gave an excellent performance in beating the County 8-7.

CAME UNSTUCK

After the foursomes against Hampshire the Navy were leading 3-2 but came unstuck in the afternoon singles and eventually lost 9½-5½. Maurice Pancott, in his first Navy match, won his foursome with Stan Brittain as partner and then halved his single, though he wasn't entirely happy with that result having been three up with four to play.

Mike Skyrme and LWTR Eddie Comerford (MCM 2) won their foursome but could not quite produce the same form in the afternoon.

Lastly, a tribute to all who took part in the RN Open. Four rounds at Stoneham with every shot counting is more than most golfers could easily survive, especially with heavy rain and strong winds to contend with. Well done to them all but mostly to the champion!

Daedalus overcomes Mercury

Tennis

inter-group championship.

Seventeen teams entered the establishment competition, with the eventual winners beating HMS Excellent in one semi-final



MALCOLM EDMUNDS

Soccer

WORLD CUP PRIDE

ROYAL NAVY football circles have taken pride in the performances of Sammy Malcolmson for New Zealand in the World Cup in Spain. Sammy, at 34 the oldest player in the tournament, played for the Royal Navy in the mid-Sixties, writes Jack Sheppard.

He would undoubtedly have won many more caps, but was made redundant while serving in RN air station Culdrose.

Sammy first played for the Navy in 1965 while still an apprentice in HMS Daedalus, and was a regular for the next two seasons. SEASON

● Selector/manager of the Navy senior side for the new season which starts in a few weeks is Lieut. Chris Brady (Collingwood ext. 492). Assistant team manager will be CPOPT Alec Clark (Temeraire).

Chairman of the Youth management is Lieut.-Cdr. Mike Kimber (Dryad ext. 356). Selector/coach is CPO Jim Dales (Excellent) and his assistant is POPT Neil Hinch (Collingwood).

and Mercury beating RNH Haslar in the other.

RM/Plymouth/Medway and Air/Scotland both won 13 matches in the inter-group tournament at US Portsmouth on June 7 and 8, but the former took the honours by virtue of winning 28 sets to Air/Scotland's 27.

Gibbs is Welsh champion

MNE STUART GIBBS (42 Cdo) added the Welsh senior decathlon title to his collection at the Welsh national championships at Swansea at the end of May.

Gibbs, who already holds the Welsh indoor high jump title, recorded a personal best 6,215 points to win in atrocious conditions.

ROBISON FOURTH

Sub-Lieut. Chris Robison (Dryad) ran a tremendous race to finish fourth in the 1,500m. at the UK closed championships in Cwmbran, also at the end of May. He confirmed his form with a first in the Southern Counties championships in a personal best of 3min. 44.3sec.

WEA2 Terry Price (HMS Charybdis), the Navy and Combined Services 400m. hurdles champion, also qualified for the UK closed event, but was knocked out of the competition in the first round.

Below — The closing stages of the women's 100m. hurdles at the Navy championships, with POWPT Annette Ashmore (centre) coming through to win. On the left is Wren P. Last of Air and Scotland, and on the right Portsmouth's Wren Lindsey Cooper.

Picture: Fleet Photographic Unit.



Track stars defy wind and rain

DESPITE awful weather and the pressures of the Falklands operation, there were many good performances at the Royal Navy athletic championships held at the rain and wind-swept St George's Road stadium, Portsmouth, on June 23.

Outstanding performances came from Mne. Stuart Gibbs, the Welsh decathlon champion, who won the high jump in a championship best 1.94m., and Sub-Lieut. Chris Robison, who waged a lonely battle against the strong headwinds, and came within a couple of strides of smashing the Navy 5,000m. record.

Gibbs was also involved in a highly competitive 110m. hurdles, finishing second in the same time to Combined Services champion PO Terry Price. The time of 15.6 seconds, against the wind, equalled Price's best and was a personal best for Gibbs. Price, predictably, went on to a double by winning the 400m. hurdles.

Gibbs led a spirited performance by the Royal Marines, who not only managed to field a team despite their operational commitments, but also finished third in the Inter-Command competition.

REMARKABLE

Robison's 5,000m. effort was quite remarkable. He quickly got away from the rest of the field, lapped all bar three of the other runners, and finished a mere 1.4 seconds outside the Navy record.

That record is held by Lieut.-Cdr. Rees Ward, who made a welcome return to competition to win the 1,500m. in a good time. With a bit of pressure on him he is expected to be back to his best form for the Inter-Service meeting at Aldershot on July 14.

CPO Ian Buck won the 100m., not for the first time, thus emulating the performances of his father, Gerry, in the Fifties.

NEW FACES

There were a lot of new faces in the women's events, and a few new races!

Wren Jane Beasley won the Navy's first-ever 400m. hurdles event for women, and the first 1,500m. race was won by Wren Sue Hutton. Both girls recorded very respectable times.

Another first, the women's 400m. relay, turned into a very exciting race, with Portsmouth

Athletics

getting away from Air and Scotland on the last lap.

There were two doubles in the women's list of winners, LWren Viv Jenkins taking both 400m. and 800m., and Reg POWren Lou Collins finishing first in the shot and javelin competitions.

ONE POINT

The women's Inter-Group competition was keenly contested, with Air and Scotland beating Portsmouth by one point. Portsmouth's men won both the final relays to finish more than 20 points ahead of Naval Air Command. The Royal Marines were in close order third.

The tug-of-war competition was won by HMS Collingwood.

RN CHAMPIONSHIPS, 1982

MEN

Winners were:

100m. — CPO Ian Buck (Ports) 11.2sec.
200m. — App. Tony Bosile (Ports) 23.1sec.
400m. — App. Tony Bosile (Ports) 50.5sec.
800m. — PO Frank Barton (Scott) 1min. 57.8sec.
1,500m. — Lieut.-Cdr. Rees Ward (Ports) 3:53.8.
5,000m. — Sub-Lieut. Chris Robison (Ports) 14:21.6.

110. hurdles — PO Terry Price (Ply) 15.6sec.
400m. hurdles — PO Terry Price (Ply) 56.1sec.
3,000m. steeplechase — CPOPT Andy Cullen (Ports) 9:36.9.

Shot — Surgn. Cdr. Richard Gray (Scott) 13.8m.
Discus — CPO Ben Grubb (Med) 38.80m.
Javelin — App. Dongnaps (Ports) 59.2m.
Long jump — WEM Mortley (Ports) 6.80m.
High jump — Mne. Stuart Gibbs (RM) 1.94m.

Pole vault — LAEM Neil McPhee (Air) 3.80m.
Triple jump — Mne. Winston Spencer (RM) 13.33m.
Hammer — Surgn. Cdr. Richard Gray (Scott) 46.20m.

4 x 100m. relay — 1, Portsmouth, 44.5sec.; 2, Air; 3, Plymouth; 4, RM; 5, Medway.
4 x 400m. relay — 1, Portsmouth; 2, Air; 3, Plymouth; 4, RM; 5, Medway.

Inter-Command championship — 1, Portsmouth (117½ pts); 2, Air (96); 3, RM (90½); 4, Plymouth (72); 5, Medway (43); 6, Scotland (18).

WOMEN

100m. — POWPT Chris Bean (RM/Ply/Med) 13.3sec.
200m. — LWPT Bev Smithyman (Air/Scott) 28.6sec.
400m. — LWren Viv Jenkins (Ports) 61.4sec.
800m. — LWren Viv Jenkins (Ports) 2min 22sec.
1,500m. — Wren Sue Hutton (Ports) 4:48.2.

100m. hurdles — POWPT Annette Ashmore (Ports) 18.1.
400m. hurdles — Wren Jane Beasley (Ports) 74.1.

Shot — Reg POWren Lou Collins (RM/Ply) 11.39m.
Discus — POWren Jane Schofield (Ports) 30.48m.
Javelin — Reg POWren Lou Collins (RM/Ply) 38.24m.

Long jump — Wren Dack (Air/Scott) 5.24m.
High jump — LWPT Lorne Morgan (RM/Ply) 1.55m.

4 x 100m. relay — 1, Air/Scotland, 53.5sec.; 2, RM/Ply/Med; 3, Portsmouth, 4 x 400m. relay — 1, Portsmouth, 4:27.0; 2, Air/Scotland; 3, RM/Ply/Med.

Inter-Group championships — 1, Air/Scotland (97 pts); 2, Portsmouth (96); 3, RM/Ply/Med (78).

Fixtures

JULY

1 — Athletics: Inter-Service relays, MOD Sports (London).
3-4 — Kayak: Washburn (Lincoln).
4 — Cricket: RN v Devon (Mount Wise); Kayak: Ironbridge (M) (Shropshire).
5 — Rifle: Inter-Service friendly (Bisley); Swimming: Inter-Service junior championships (HMS Raleigh).
8 — Cricket: U25 v Southern League U25 (Portsmouth).
9-11 — Squash: RNU25 v Torpoint (Plymouth).
9-12 — Modern Pentathlon: WRNS championships (Stoke).
10 — Waterpolo: RN v Home Counties Club.

10-11 — Sailing: Cunningham Cup (Seaview); Golf: RN v Dunbartonshire (Cardross); Cricket: RN v Quidnuncs (Portsmouth).
11 — Cycling: Circuit Races (Leons-Solent); Lawn tennis: Queen's Club.
12 — Cricket: RN v MCC Young Cricketers (Portsmouth).
14 — Cricket: RN v British Police (Portsmouth); Athletics: Inter-Services (Aldershot); Rifle: United Services (Bisley).
16 — Rifle: Inter Service matches (Bisley).
16-18 — Cricket U25 Inter-Services tournament (Vine Lane, Uxbridge).
16-31 Equestrian: Royal Tournament (Earls Court).
17 — Cycling: 10 Mile TT (Chepstow); Bisley: Services UIT Pistol.



Lieut. Nick Kidd in action during the Navy boardsailing championships. He came second overall.

FIRST ON BOARD

THE NAVY'S first boardsailing champion is Cdr. Peter Becker FGN, who is serving in HMS Osprey. He won three out of four races at the Royal Navy's first boardsailing championships, held at Portland on June 17 and 18.

Second was Lieut.-Cdr. Nick Kidd (Yeovilton), with one win and two seconds, and third was Lieut. Andy Simons (Temeraire). The disappointing entry of 15 was due entirely to the Falklands operation. Miss Caroline Nairn, of HMS Centurion, was the only female competitor.

The first Inter-Service championship is to be held at Portland next year. Anyone interested in the sport should contact Capt. Tony Newing RM at CTCRM Lympstone. Boardsailing courses are available through the Boardsailing Secretary, PT Office, HMS Osprey (exts. 2325 and 2367).

AUGUST (first week)

1 — Kayak: Beccles to Bungay (Norwich).
2 — Cricket: RN v Middlesex II (Portsmouth).
2-3 — Tennis: Inter-Services (Wimbledon).
3 — Diving: Inter-Services (Portsmouth).
4-5 Swimming: Inter-Services (HMS Collingwood).
5-6 — Inter-Services decathlon (Aldershot).
6-7 — Swimming: WRNS Inter-Services (Portsmouth).
7-8 — Cycling: 2 Day road race Ripon (Bala).

Pentathlon

TWICE TIMES TWO!

ROYAL NAVY teams finished second in both the Modern Pentathlon Association of Great Britain Open tetathlon at Bedford and the Inter-Service pentathlon at RAF Cranwell.

At Bedford, Sub-Lieut. Tim Kenealy was the best-placed naval competitor, finishing fourth out of 29. LPT Jim Nowak was 15th and LPT Arthur Negus 17th. Wren Mandy Warland was sixth in the women's competition, with LWrens Claire Rowing and C. Milton 19th and 20th.

SIXTH

Kenealy, Nowak and LPT Danny Boon scored for the Navy in the Inter-Service meeting, Kenealy finishing sixth in the individual placings, Nowak eighth and Boon tenth. LPT Micky Flaherty was ninth and MT4 Pat Dunleavy 13th.

The competition was again dominated by the very strong Army A team, although the Navy did well to beat both Army B and the RAF.

Coached by CPOPT Neil Montgomery, two Navy teams have been entered for the national modern pentathlon championship in August.

Fencing

Steve's a champ at arms

SUB-LIEUT. Steve Meredith is the RN Dismounted Champion at Arms after winning the foil and epee competitions and coming third in the sabre at the Navy fencing championships held in HMS Nelson.

HMS Thunderer took the inter-unit light weapon team trophy and Portsmouth and Plymouth shared the Command championship.

Individual results were:

Sabre — 1, Lieut. John Gay (Sultan); 2, Cdr. Chris Walker (BRNC); 3, Sub-Lieut. Steve Meredith (Oxford University).
Foil — 1, Sub-Lieut. Steve Meredith; 2, Lieut. John Gay; 3, Cdr. Chris Walker.
Epee — 1, Sub-Lieut. Steve Meredith; 2, POPT Jim Mowak (HMS Achilles); 3, Lieut. John Gay.
CWren Sue Cobbett (Nelson) won the ladies' foil competition and Wren L. McGill (WRNR) took the ladies' epee. Wren V. Sprays (Dryad) won the ladies' novice prize.

Volleyball

FOUR IN A ROW

THE WRNS won their fourth successive Inter-Services volleyball championship with a clean sweep over both WRAF and WRAC at RAPC Worthy Down. The Wrens won both matches by three games to nil.

A combined HMS Sultan/HMS Centurion team beat HMS Heron in the final of the RN Women's inter-establishment volleyball championships. "Sulturion" beat HMS Nelson 15-1, 15-3 in one semi-final, and Heron beat HMS Excellent 15-8, 16-14 in the other. Sixteen teams took part.

£4m. POURS INTO FUND

THE TREMENDOUS response to the South Atlantic Fund, and the mountains of merchandise donated for members of the Task Force, provide testimony to the appreciation and affection shown by the people of Britain and overseas for the Force.

The fund has now topped the £4 million mark, received mainly from Britain, but with many contributions from overseas, particularly the Commonwealth and European countries and the United States.

There was even a parcel of Argentine currency left anonymously at Old Admiralty Building in London.

In all, some 50,000 letters have arrived bearing cash, cheques and orders, often accompanied by moving tributes. Largest single contribution was for £500,000 from the Cayman Islands. Another sum was £10 from a man in jail.

Goods, too, have been pouring in or promised. By late June there were well over 30 tons awaiting despatch, with arrangements made for use of a warehouse in London. And that figure does not include two million paperbacks received or promised.

Already the gifts have started to flow out by sea and air. For example, a cargo ship leaving Portsmouth in mid-June took 20 pallets of beer, a ton of toffees and two million cigarettes, plus about 10,000 paperbacks.

Balaclavas

Other gifts received include games, soft drinks, biscuits, chocolate, balaclavas, tights for cold legs and presents such as home-made book marks with four-leaved clovers and cards made by children and inscribed "To a brave sailor."

Scores of groups and associations have

helped with collections and competitions — for example, a group of wives in the Lee-on-Solent and Stubbington areas provided dressing gowns and other items for the hospital ships.

Cash has also been flowing in to the Fleet Amenities Fund and some has already been used to buy video tapes for recording TV programmes for the sailors, for video cassette recorders for the hospital ships, and for payment of a phone call home when the wounded embark in the hospital ships.

The South Atlantic Fund, Freeport, London SW1A 2YA, is intended to help dependants, in need, of all who have served in the South Atlantic operation. However, anyone wishing to ask for help should do so

through individual Service benevolent funds, including the Royal Naval Benevolent Trust.

Donations can also be handed over at any Post Office in the UK. Cash or crossed cheques may be deposited free of charge by using a National Girobank Transcash slip, quoting account number 555 5558.

For those wishing to help with comforts for the naval forces in the South Atlantic there is the Fleet Amenities Fund, Room 325, Ministry of Defence, Archway Block South, Old Admiralty Building, London SW1A 2BE.

Contributions received to these funds will be individually acknowledged, although this may take some time because of the huge response. Meanwhile the Navy expresses its sincere thanks to all who have helped.

Another fund to which contributions can be sent is King George's Fund for Sailors which, as a central fund, assists seafarers and their dependants. Their address is 1 Chesham Street, London SW1X 8NF.

'Mech' title scrapped in tiffy plan

TRAINING AND ADVANCEMENT for artificers and mechanics are to be more closely integrated. The plan, under study throughout last year in the wake of Engineering Branch Development, has now been approved by the Admiralty Board.

Alacrity returns

FIRST Plymouth ship home from the South Atlantic to welcoming families was HMS Alacrity. She came in on June 24, which also saw the return to Plymouth of the nuclear submarine HMS Spartan.

Due back there over the last week-end of June was HMS Argonaut, which suffered some damage in the Falklands conflict.

Making Plymouth particularly busy on June 24 was the rededication, after refit, of HMS Sirius, and the commissioning of HMS Milbrook, one of the new training tenders for HMS Raleigh.

HARRIERS

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crashed and the other was thought unlikely to have got home.

Only afterwards did the aircraft controller in the frigate admit that during the engagement his ship had come under strafing fire from other aircraft and he had stayed at his radar directing the Sea Harriers even though shot in the arm.

Third success, against a C120 Hercules, was again achieved with teamwork. A strategically-placed frigate detected the Hercules at long range and directed the two Sea Harriers towards their target. The aircraft's Blue Fox radar also picked up the Hercules at long range and maintained contact in a long chase through clouds down to low level.

When within range, Lieut.-Cdr. Ward attacked with missiles and cannon fire.

He has been commanding officer of 801 since its formation last year, and was being promoted commander on June 30.

Up spirits!

"SPICE the Mainbrace" was ordered by the Admiralty Board to mark the birth of a son to the Prince and Princess of Wales.

Planned concurrently for all three Engineering sub-branches (AE, ME and WE), the integration will mean, among other things, disappearance of the title mechanic after 80 years' service in the Navy.

From "Title day" — April 1, 1983 — all skilled engineering maintainers will be called artificers. More than 7,000 ratings will change their titles.

Artificers can trace their ancestry back to the 17th Century, with the ERA emerging in 1868. Mechanics, on the other hand, are a comparatively new breed, introduced in 1903 to relieve the tiff of some of his watchkeeping duties.

But in recent years training objectives for these two types of skilled rating have become more comparable, and employment is now completely interchangeable. There has also been a gradual increase in the proportion of mechanics to arti-

cers until numbers are more or less equal.

In drawing the two streams closer together, with as much common training as possible, the aim is for a simpler structure with the added advantages of improved trade union recognition and similar promotion prospects.

Briefing team

Full details of the scheme will be announced shortly, it is hoped, allowing time for study before implementation. A briefing team will tour establishments explaining the details.

New titles from next April: Third-class artificer becomes leading artificer (LART). Third-class mechanic



GRAND RIDE!

THESE SEVEN cooks from RN air station Culdrose cycled 380 miles to raise money for the Mayor of Sheffield's fund for HMS Sheffield. Pictured (left to right) at the start of their Helston-to-Sheffield marathon are POCK Jan Gilkes, POCK Scouse Bonner, CK Dicky Bird, FCPOCK Dolly Gray, LCA Scouse Williams, LCK Jock Kelman and POCK Bob Dewick. The ride took three days and raised more than £1,000.

A contingent of policemen from South Yorkshire ran from Sheffield to HMS Vernon to boost the Sheffield fund, and a team from Milton Keynes pushed an organ 20 miles to Nottingham to raise £1,500 for the South Atlantic Fund.

Picture: LA(Phot) Scouse Pettersen.

becomes probationary petty officer artificer (PROBY PO ART). A/Second-class artificer becomes acting petty officer artificer (A/PO ART). Second-class artificer or mechanic becomes petty officer artificer (PO ART). First-class artificer

or mechanic becomes chief petty officer artificer (CPO ART). Chief artificer or mechanic becomes charge chief artificer (CC ART). Fleet chief artificer or mechanic becomes fleet chief artificer (FC ART).

Campaign lessons to be learned

CONCLUSIONS drawn from the Falklands campaign are to be studied closely before a new Defence White Paper is presented later in the year.

This became clear on publication, in late June, of the delayed Spring 1982 White paper, which broadly reaffirmed policy towards the Navy as outlined over the last year.

There is, however, renewed speculation over the plan to sell HMS Invincible to Australia. Availability of funds for her retention looks the deciding factor.

DOCKYARDS

Speculation continues, too, over the dockyard rundown programme, particularly at Portsmouth. But one point clarified is that the ice patrol ship HMS Endurance is to be retained.

Any policy change of emphasis, however, will have to await the Falklands study. "We owe it to ourselves and to our allies to study all the facts in depth," said Defence Secretary Mr. John Nott.

"If changes are appropriate to the policies outlined last year they will be made after mature study and reflection."

Record requests

THOUSANDS of record requests have now been relayed to the Falklands Task Force by BFBS, who say they will keep up the flow of messages and requests as long as it is required.

Address is: Task Force Requests, BFBS, PO Box 1234, London, SW1.

ILLUSTRIOUS SHOOTS INTO SERVICE



Picture: PO(Phot) Radar Thompson

HMS ILLUSTRIOUS, the Royal Navy's newest aircraft carrier, arrives at her Portsmouth base after round-the-clock work to complete her months ahead of schedule.

She was accepted into service and sailed from the Tyne on June 18, under her commanding officer, Capt. Jock Slater. Two days later she had the rare experience of being commissioned at sea, arriving at Portsmouth on June 21.

The Illustrious is the first British warship to be fitted with the American-designed Vulcan Phalanx guns which have the capability of stopping sea-skimming missiles such as Exocet.

Intensive sea trials will occupy the Illustrious during the next few weeks. By the end of that time the situation should be clarified in the South Atlantic, where her sister-ship, HMS Invincible, has been a key element of the Falklands Task Force.